

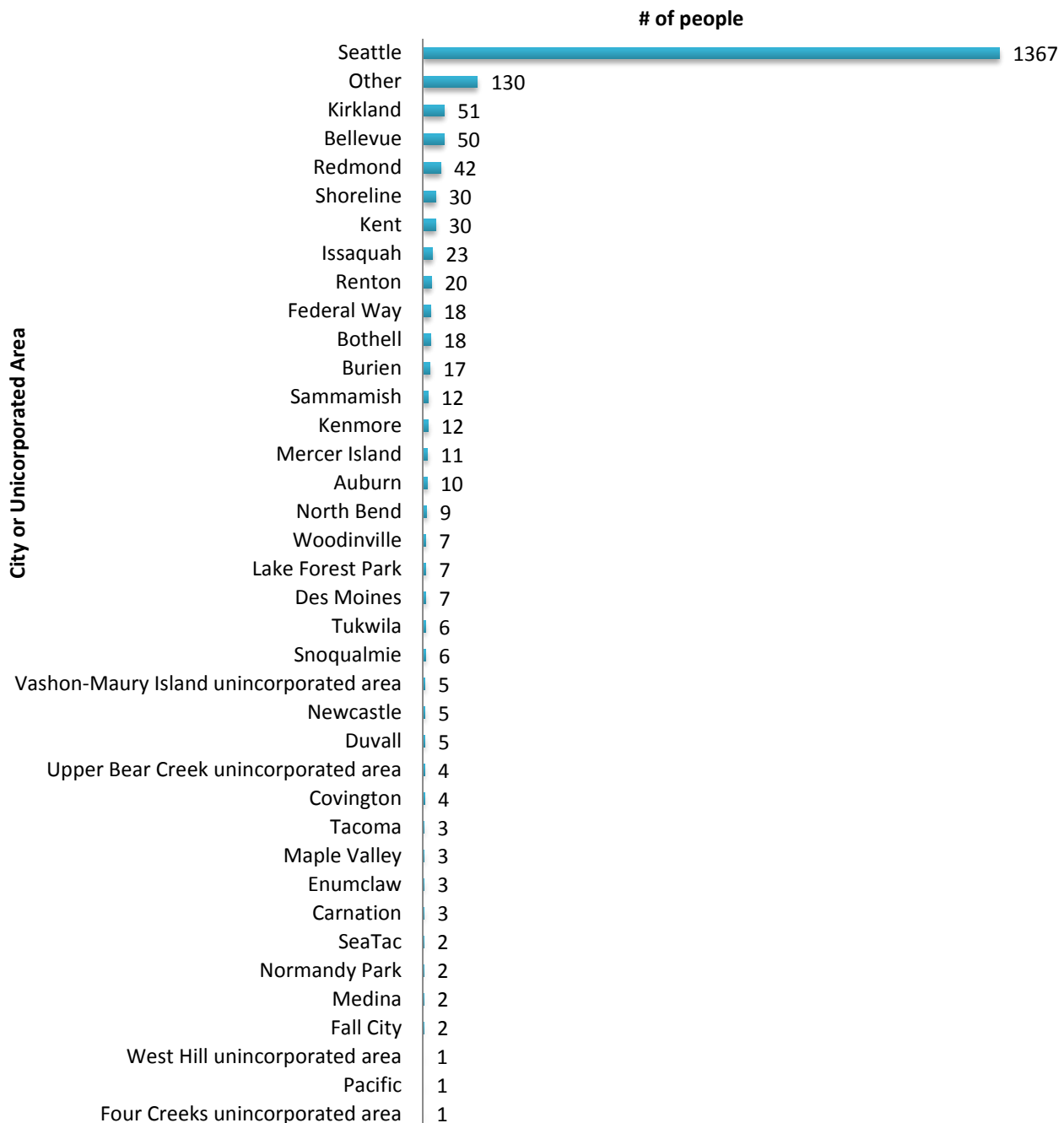
Appendix A

Service Reduction Questionnaire – Short Survey

1,755 survey respondents selected to complete the Short Survey (track 1) to answer questions about how proposed changes would affect his or her transit use in general.

1. In what city or unincorporated area do you live?

Total Respondents: 1,755



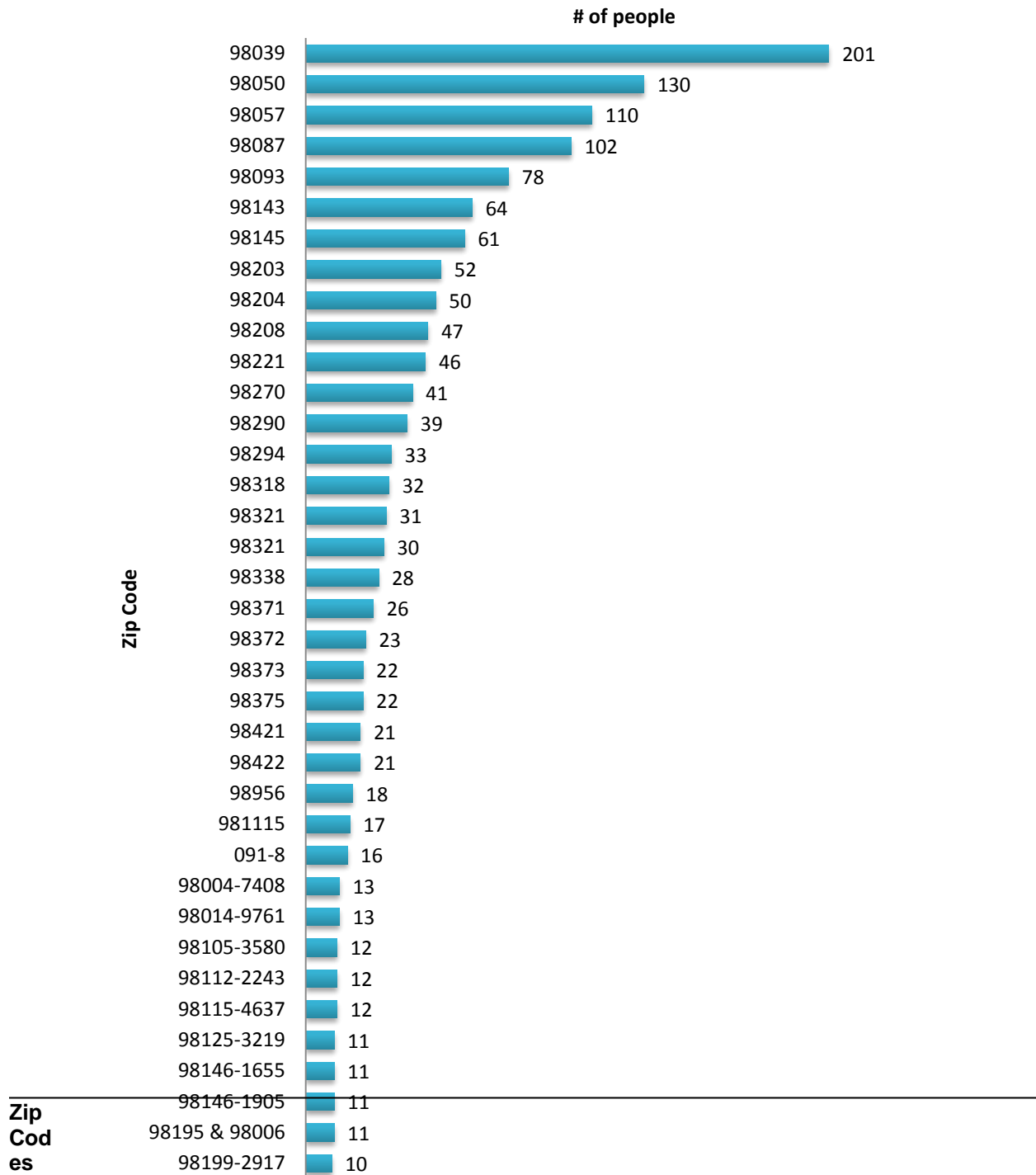
1. In what city or unincorporated area do you live?

Other: 98116, Anacortes, Arbor Heights, Auburn, Bainbridge Island (3), Ballard (4), Bellevue/Redmond border, Brier, Buckley, Buckley (not Enumclaw, wouldn't let me proceed without giving an answer above), Central District (2), East side..First Hill. Route 2, Edmonds (4), ERROR ABOVE! NO CHOICE FOR OTHER! I am 4 miles west of fall city, Everett (5), Factoria (South Bellevue), Fall City - did not make the list, first hill (2), Georgetown, Greenwood, interbay (2), Juanita, Lake City (2), Lynnwood, Magnolia, Monroe, Mukilteo, North East Hill, North Seattle, North Seattle/Northgate, northgate, Pierce/King Border, Preston, Puyallup (2), Queen Anne (2), Ravenna (3), Shorewood Neighborhood, Snohomish, Snohomish County – Mukilteo, Snohomish, Marysville, south seattle, South Shoreline - just north of City limits on Aurora, Sultan, WA, Tacoma (visited often), U District (3), U-District at the University of Washinton, Unincorporated Des Moines, Unincorporated Edmonds, unincorporated king county, Unincorporated King County 3 MI NE of Snoqualmie, Unincorporated King County –Redmond, Unincorporated Plerce Co, Unincorporated Snohomish County, University District (7), University of Washington, Uptown Queen Anne, UW & Bellevue, Wallingford (3), West Seatle Admiral area, West Seattle (9), West Seattle/Arbor heights, White Center (3), yOU DON'T HAVE "OTHER" ABOVE AND I HAD TO CHOOSE SOMETHING SO I CHOSE "ISSAQUAH" BUT I LIVE IN BELLEVUE WHICH YOU FORGOT TO INCLUDE ON THE LIST. WE ARE NOT OFF TO A GOOD START HERE FOLKS.

2. What is your zip code?

Total Respondents: 1,717

Other: See following page for write-in responses for those who selected Other.



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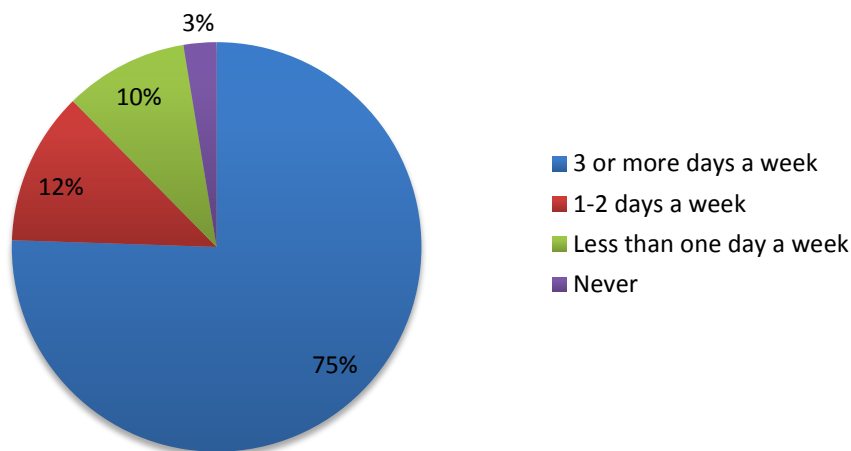
less than 10 times by respondents: 98023 (9), 98059 (8), 98032 (8), 98031 (8), 98029 (8), 98028 (8), 98004 (8), 98198 (7), 98074 (7), 98008 (7), 98003 (7), 98055 (6), 98045 (6), 98042 (6), 98005 (6), 98178 (5), 98166 (5), 98077 (5), 98075 (5), 98072 (5), 98070 (5), 98058 (5), 98019 (5), 98110 (4), 98065 (4),

98053 (4), 98026 (4), 98024 (4), 98148 (3), 98056 (3), 98038 (3), 98075 (2), 98072 (2), 98201 (2), 98188 (2), 98092 (2), 98036 (2),

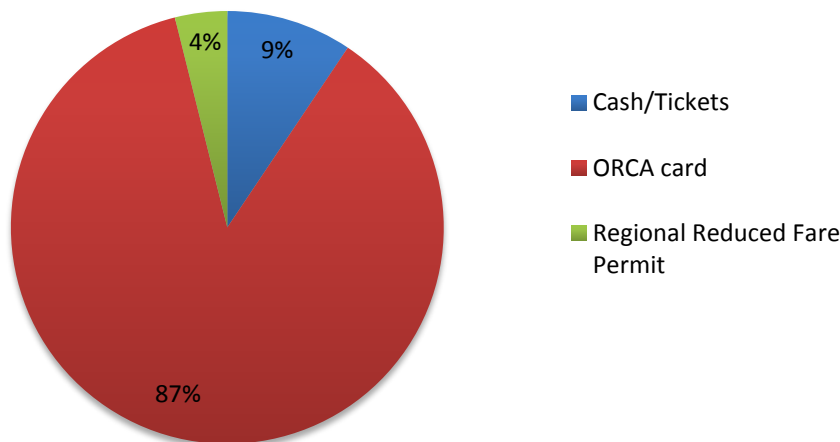
Zip Codes selected less than 10 times by respondents (con't): 98021 (2), 98002 (2), 98321 (2), 98199-2917 (1), 98195 & 98006 (1), 98146-1905 (1), 98146-1655 (1), 98125-3219 (1), 98115-4637 (1), 98112-2243 (1), 98105-3580 (1), 98014-9761 (1), 98004-7408 (1), 091-8 (1), 981115 (1), 98956 (1), 98422 (1), 98421 (1), 98375 (1), 98373 (1), 98372 (1), 98371 (1), 98338 (1), 98318 (1), 98294 (1), 98290 (1), 98270 (1), 98221 (1), 98208 (1), 98204 (1), 98203 (1), 98145 (1), 98143 (1), 98093 (1), 98087 (1), 98057 (1), 98050 (1), 98039 (1), 98020 (1), 98013 (1), 98012 (1), 98001 (1), 92013 (1), 91836 (1), 91822 (1), 9810 (1), 9028 (1)

3. How often do you ride a Metro bus?

Total Respondents: 1,742



4. How do you pay for your Metro bus ride?
 Total Respondents: 1,698



If you use a Regional

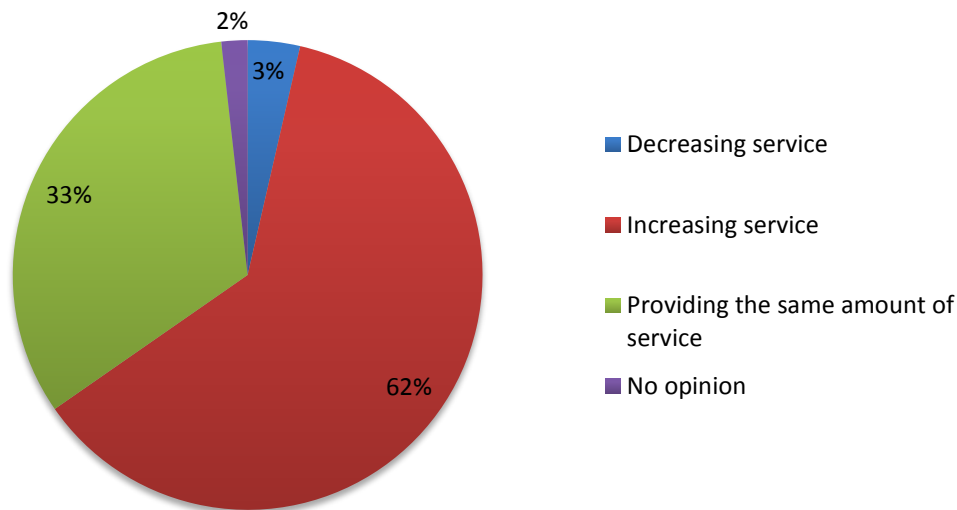
al Reduced Fare Permit, do you pay with cash or pre-paid/e-purse? \$27 amo. \$27 monthl on ORCA card, all, both (2), both, varies, cash (11), cash & card, e-purse (9), Husky Card (3), husky i.d., Husky U-PASS via UW Seattle, I pay mine a month a head of time, I use a U pass, I use my husky card!, I use my UPASS, king county employee pass, mix of tickets, Orca e-purse, n/a (2), ORCA, orca card,

If you use a Regional Reduced Fare Permit, do you pay with cash or pre-paid/e-purse? (con't)

Other: I use a UW U-Pass that uses ORCA card, pre-paid (9), pre-paid (U-Pass) (2), pre-paid card [automatic reload], prepaid e purse, pre-paid monthly pass and e-purse, pre-paid monthly passes, Pre-paid/e-purse (5), Select state, U-Pass (17), UPASS (University of Washington), UPass payroll deduction, U-PASS/ ORCA, Use UW Student ID during the school year, ORCA card in the summer., UW Card (2), UW Husky, UW Husky pass (2), UW PASS, UW Student Transit card, UW transit card, UW UPASS (2), UW U-Pass out of my bi-weekly pay check., WA (28), WA-washington, Washington (37), yes (2)

5. What do you think Metro should be doing with service on a countywide basis?

Total Respondents: 1,735



6. Do you have any feedback you'd like us to share directly with elected officials about funding for Metro transit?

Total Respondents: 1,156

I have started riding the 215 from snoqualmie to seattle every day for work. This route is fantastic for getting me there. If this route gets removed, then the chances of me having road rage increase by nearly 80%. Please don't cut my bus line.
Rapid, reliable public transportation is critical to easing traffic congestion in a growing city. Routes have to be easily accessible, and run regularly enough to be useful for those commuting, and those travelling in off-hours.
I don't ride the bus to work because it takes 46 min to travel 2.2 miles to the UW. Far too many stops on the 48 and 67.
Transit should be and, in order to be sustainable, MUST be self-sufficient. If riders can't cover the costs then cut the routes. It really is that simple. Start by eliminating un- and underused routes such as 226 and 245. In an ideal world you would be accountable to us and you would be forced to live within your means.
Public Transportation is exceptionally important and if Seattle would like to live up to its reputation of being a "green" city we better have good public transportation. Cutting buses is not what is needed.
My use of the bus-#25, 66, 70, and 49 has increased recently. I hope the service continues so I can not drive downtown.
Stop building trolley routes--they can't service areas as population density changes. Trolleys are toooooo expensive for what you get!

<p>I rely on routes 66E and 49 as I travel to the U District, Northgate, and Downtown. I have no car and no other means of transportation.</p>
<p>The route cut directly influences the UW students, which are really terrible because it is harder for students to find other ways for transportation. In addition, reducing public transportation will make people drive more. It is not good for our environment!</p>
<p>Please find bus routes at night, and to areas out of the city. Bus safety is very important to me.</p>
<p>I believe strongly in using mass transit to reduce climate change, these changes drive us in the wrong direction. I use the bus 5 to 6 days a week to get downtown for my job and to reach destinations for recreation. I really worry about the impact this has on those who are struggling to make ends meet; this is a lifeline to make low wage jobs financially.</p>
<p>I ride the bus every weekday from Kenmore to the University of Washington. I am very concerned about the proposed cuts to transit for the U-district. I believe almost half of the routes to the U-district have either cuts or changes. The buses that serve the U-district are already terribly crowded. I propose doubling the U-Pass fee to help cover costs for buses to the U-district. I would gladly pay that extra cost to ensure that I can continue to ride the bus without it passing me because it is already full (happens even now without cuts).</p>
<p>Cutting bus service does not only effect riders. It limits people's ability to participate in the economy as both producers (limiting their access to employment) and consumers (limiting their access to goods). It limits the access of non-riders as well as those who can afford to will shift from riding busses to driving, increasing commute times and congestion while decreasing air quality and the amount of time individuals have to pursue other activities, activities that would likely result in revenue for the city. Cutting service is not a solution; it is a stone cast into the pond of our city which will continue to ripple out negative effects for some time to come.</p>
<p>Please figure out a away to close the budget gap without cutting so many buses. Buses are important to reduce traffic congestion. Fewer transit options will lead to more people driving, more traffic, and mote pollution.</p>
<p>I work at the University of Washington, and Metro provides such a service for employees and students. Currently our parking permits cost \$2400 a year. That makes parking options unaffordable for many people on campus. Metro service allows students to explore the city, learn about Seattle, and fall in love with the wonderful place it is. This means more UW graduates will stay here, and contribute to our larger economic picture.</p>
<p>For students who are in school full-time in addition to part-time work, public transportation is a huge help in terms of saving money and saving us from the hassle of driving all over the greater Seattle area for work and school. You must seriously consider finding alternative funding options, even if it means raising a small percentage in taxes, because public transit does more good for our communities than people take the time to realize.</p>
<p>As far as I know, transit service is essential to having a well-functioning metropolis. Not only do I rely on it personally, but I'm glad to live in a Seattle where others can conveniently and cheaply get around the greater metropolitan area.</p>
<p>It is still extremely complicated to get to some places without a ridiculous amount of transfers and incredibly long travel times. Also, it's always seems to be difficult to get to a place at the top of the hour or 30 min to the hour. You're either a half an hour early or a half an hour late depending on what you decide to do.</p>
<p>We need more buses and less cars!</p>
<p>I use the bus 3 or more times weekly. It is the only way I can afford to get to the UW Seattle campus. Campus parking is \$450 a quarter. Without the 586 express bus to UW, I wouldn't be able to afford to go to UW.</p>

<p>I hate to see these cuts, and I am not sure why we can't get funding. I don't know why anyone outside of the Seattle Metro area should have say in what we are doing here. Cutting buses doesn't make sense. We have more and more people working in downtown with fewer options to get here. I am VERY unhappy about these cuts and everyone I talk to agrees that this is really not a good way to handle this.</p>
<p>Cut management/supervisors pay. Learn how to provide the public with what they pay for and stop being a bunch of babies.</p>
<p>Our city has some of the worst traffic congestion in the nation and reducing transit service is only going to make it worse. We should be focusing on improving transit, not cutting service. Why is our transit budget dependent on sales tax?!</p>
<ul style="list-style-type: none"> - metro keeps cars off the road = reduces traffic - I will gladly continuing paying my taxes toward this cause; would even support an increase
<p>It has become increasingly difficult to use metro, as more services are cut and busses are more crowded. Two years ago I was, unfortunately, pressed into buying a car to be able to meet my transportation needs. I prefer to take metro for environmental reasons, but it is becoming less and less convenient with the inconsistencies in timing, and dependability of busses actually showing up when they are supposed to. Please, for the love of this wonderful city and the Puget Sound region, consider putting more thought and money into a working, dependable, excellent public transportation. Without this vital element, our city can not be considered among other great cities.</p>
<p>Increasing the frequency and reliability of service will help increase regular ridership. As a former resident of Vancouver Canada and Copenhagen Denmark I feel the impact of a less ridership on the convenience and appeal of public transport in Seattle.</p>
<p>Metro reduces traffic congestion and allows low income individuals safe and reliable transportation, access to work, healthcare and education. This is a cornerstone of a working high population area and needs to be supported at the highest level possible.</p>
<p>Some of the bus lines you are deleting such as the 930 would really negatively impact this area. I see many riders using this bus line and not to mention how these routes are helping our disabled residents be able you get to work, school and shopping for their daily needs!!!</p>
<p>Decrease services where is makes more sense. I like the priority route cut ideas to help preserve services for routes that are full. I do think there should be more research into which routes are super crowded vs those which are not and increase/decrease base on that info. I ride the 197 and it is PACKED. I see the 271 go by every half hour and it is never packed. Something just doesn't seem right about that. Just sayin'.</p>
<p>Please consider swapping the proposed changes in service for the #4 bus route to the #3 route. The #4 bus provides important access to HMC, Swedish and Virginia Mason, as well as through downtown for a large number of people who either don't have private transportation or prefer not use it these very congested and difficult to park in areas. The Madrona neighborhood has access through the #2 and #3 buses already and maintaining the #4 route there while eliminating access in the Central District is unfair and unnecessary.</p>
<p>We are asked to pay exorbitant rates for parking to encourage to take public transportation. We start turning to public transportation as an alternative, only to be told that service is being cut back. Public transportation services (and funding, therefore) should be expanded, not cut back!</p>
<p>This is a personal comment. I go to work from the UDistrict all the way to Kirkland and it takes me close to an hour to get there. The busses I take are 48, 255, and 234. The 234 comes infrequently at the Kirkland P&R and as a result I have to get early. Sometimes the 48/255 bus is late/early and it causes a huge delay on my end because I have to wait another 30-40 minutes until I can catch the following bus. It's very disappointing, and cutting additional busses will cause a huge hardship not only for me, but for others that are in a similar situation. Thank you, Dmitriy</p>

<p>People rely on the bus routes every day to get to work, get to school, and get around their daily lives. I can't begin to stress how important it is to keep the bus services as they are and improve transportation. Money needs to be spent to figure out how to better utilize the money to keep the busses running.</p>
<p>Metro transit plays a crucial role in sustaining the Seattle economy because Metro connects districts. Service between downtown Seattle and the University District is proposed to be reduced. This connection is vital to linking the professional hub of the area (downtown) to the educational hub of the area (U.district). Professional exchange between these districts is limited when Metro service is reduced. Please consider the impacts of cuts to this economic link.</p>
<p>We need to be investing in making public transport more convenient and accessible for all citizens. Public transportation is what keeps our city clean, reduces car traffic, and friendly/accessible for visitors and tourists. The bus lines I typically ride are almost always packed full of people -- standing room only -- we need to increase services for people who are willing to use mass transit.</p>
<p>Why is the transit system so archaic in how people can purchase use. More people would use it if the possibility of short term passes existed.. I do not have an entire proposal too up load here, but tourism could be exploited to bring millions to the regional transit system.</p>
<p>It would be crazy to not fund transit, at least in it's current capacity. This will damage the economy. I run a small business downtown Seattle and ALL of our 12 employees rely on transit to make to the office.</p>
<p>Allow a separate transit district so taxpayers can fully fund Metro!</p>
<p>1. You should provide a discount for the low income, based on food stamp eligibility, the disabled, the elderly (except the rich ones), students and the homeless.2. You should raise fares to the 50% of riders that exceed the King County Median income and the 25% of riders that exceed \$100,000 annual income.3 You should raise fares to achieve 50% of Operations and Maintenance costs (up from the current 23-27%) to get closer to your Vanpool program and WS Ferries..4. You should charge to park at the Park and Ride lots with appropriate discounts per 1 above.5. You should charge the Seattle downtown businesses community a head (employee) tax as a special tax to compensate for the huge benefit from all King County taxpayers for the subsidy we pay for METRO so they can enjoy reduced employment costs to locate in downtown Seattle.6. You should reduce expenses by restricting the wage and benefit (union and other) increases for METRO employees.7. You should reduce expenses by trimming 10% of your non-driver work force FTE's.8. You should dramatically reallocate resources to avoid the current obscene sub-area inequity between Seattle plus Shoreline; South King County and East King County.9. You should reallocate bus hours away from the low production routes to more frequent routes between urban centers within each of the three sub-areas. 10. You should expand Rapid Ride. A good added route would connect Renton in So. King County (after RR E is in place) to Kenmore along I-405 with stops at the direct access ramps along the way.</p>
<p>Public transportation should be a priority in the Seattle region -- to do otherwise is very short-sighted. With the expected toll on the tunnel when it is completed, more and more pressure will be placed on the freeway and commutes will only get more difficult. I live in West Seattle and work in the U-District and prefer to use bus rather than car to get to work and back, but if the #57 and the #73 are cut then my commute will just get more crowded and more difficult, and I will be using my car more often, paying more for parking, gas, and adding to the congestion on the roads and the pollution in the air. Let's wait to cut the #73 until the light-rail has finally made it to the U-District! As it is now, the 70's buses are jammed to capacity. We need to focus on our big goals here -- less cars mean less pollution and a higher quality of life.</p>
<p>Reducing bus service and causing more people to drive is penny wise and pound foolish.</p>
<p>Yes..just as people have to live on a budgets so should metro. Metro thinks money is a never ending source from tax payers..but we live on budgets to and have to make cutbacks to survive.Metro throws a tantrum and threatens to cut service, then government cowers and gives them what they want. Make them live within a budget. Take a stand...have a backbone...If you don't they will keep whining just like a child and never grow up...Ok Metro are you going to give the government my opinion...!!!!</p>

<p>I would not like buses to be cut in the U-District area as I commute to there. The 271 has been an especially useful bus for me.</p>
<p>Metro provides crucial and cost-effective transportation infrastructure. Car use is declining and let's keep that going! Regional residents want more, not less, service.</p>
<p>If most of the buses that serve u district are cut, students will have a harder time getting to school. Lots of students and even workers depend on metro buses to get to campus. Without these services, we can't get proper education for a reasonable price. Even if routes were reduced, students would still have trouble. Buses are crowded enough as it is and reducing times the buses run, would make it impossible for students to get to class on time.</p>
<p>Please continue funding for Metro transit. Funding is especially needed for technology upgrades that will allow passengers to more easily plan their transit trips and track bus status real-time - either using their smart phones, or via video displays at high-volume transit points (such as inside the metro tunnel and at park n rides).</p>
<p>The buses I ride are very busy commuter and student buses and are great for getting to work. Currently I have choices of commuter buses and this is working very well for me. I would also prefer to take the bus to travel to shopping, museums, parks, etc. However, there are no buses that focus on recreation and shopping. Of course I would appreciate having a shuttle sort of bus that focused on key culture, park and shopping destinations (especially on the weekend). Something that could also help tourist travel. Is there a way to re-route commuter only buses on weekends or some such?</p>
<p>I like the proposal of reduced cost bus passes based on income.--I hope this happens. It seems the metro cuts may have the most negative impact on people who live further away from Seattle. This is VERY unfortunate since this represents a lower income population (compared to Seattle city limits) that probably relies on public transportation as their primary means of travel. I hope the city can find the funding to maintain or increase metro service. Ridership has increased so much in the the last few years. I understand that funding sources (via tax changes) have disappeared. I wish we could institute an income tax in Washington state. It would solve lots of funding issues and is by far the most equitable way to increase taxes.</p>
<p>If routes have dead times... sure it's nice to save money by cutting things, but you're also reducing the public trust and reliability of the bus lines. I guess to clarify, I spent a summer in the UK. Busses ran every 10-15 minutes (with a slightly longer nighttime iteration). It was absolutely fantastic. Less people drove, more people used the busses because they were just so much more convenient. I've often just taken my car to work because of delays and just general unreliability of the buslines here. I don't want to do that. I love public transit. I would love it if more of my taxes went to fund the busses. They are an invaluable service that strengthens the entire infrastructure of our region.</p>
<p>Service cuts hurt everyone, not just the people who rely on Metro for their transportation needs. We should be increasing service, not decreasing it. I'd support taxes that went to improving Metro service. I'd also accept fare increases, but grudgingly, as those disproportionately harm low-income individuals who rely the most on affordable public transit.</p>

<p>I can understand wanting to make the bus routes more efficient. In fact, that is probably a good idea as far as having busses cover more area with less overlap. My primary concerns are the following:</p> <ol style="list-style-type: none"> 1. Busses should ideally run until 2am or at least until 1am and run frequently at late hours. 2. The bus routes should continue to service smaller stops between the major cross streets. 3. Bus routes should continue to cover all of King County. <p>I often rely on the bus system for transportation. For me, I probably use Metro transit about five round trips per week to different neighborhoods (most often: University District, Capitol Hill, Sand Point, Central District, International District, Downtown, Northgate, and Ballard), and more than that around University District. At night, it is dark and it is creepy, so it is a huge relief if I know a bus will stop close to wherever I am and at reliable intervals. I don't feel safe walking 15 minutes to get to a bus stop and then having to wait more than about 5 minutes for a bus. At night and on weekends, this is especially significant, as there are fewer businesses open to wait inside, while the bus is on its way. By servicing more cross streets, including the smaller stops, it makes catching the bus safer (especially late), by decreasing the length of the walk to a bus stop.</p>
<p>I've managed to live without a car because of the quality of service of the metro service. If it is cut much further, it's likely to push a lot of people to buy cars, increasing parking and freeway congestion.</p>
<p>Forecast scheduling better to minimize cuts on routes.</p>
<p>Use a rewards program with incentives for gas, grocery, or travel. Use longer term rewards such as a month if using your orca pass for three days/week receives \$10 gas card or coffee card. When subsidizing for company contracts, request reward donations (like store credits and gift cards) that expire like Starbucks.</p>
<p>Please find a way to provide the same amount of Metro service. Cutting public transit puts more cars on the road and affects our environment.</p>
<p>Please consider increasing sales tax or vehicle tabs to fund Metro adequately.</p>
<p>With Seattle trying to limit car traffic and parking, improved transit service is essential. Massive cuts to transit will destroy trust in those who try to limit car traffic infrastructure.</p>
<p>The 68 route should not be cut, I ride that bus to school every day. Thank you</p>
<p>I ride the 271 to school daily, and will do so for the next several years, as I will be attending medical school. Please do not decrease service, the buses are already crowded as it is, and I have seen them not able to pick up passengers due to overcrowding on several occasions. I have been late due to this as well. Public transportation is already unpleasant enough, and cutting bus routes would add to wait times in the cold, increase the chances of missing the bus due to overcrowding, and add to the uncomfortable bus ride. Driving may end up being more convenient which would cost you more money in the long run, not to mention the environment.</p>
<p>Please don't cut the U-district routes. I rely heavily on routes 48 and 70 to go to University of Washington and take 71, 72, 73 to downtown Seattle. Thank you so much!</p>
<p>private companies that need to transport employees from locations (ie. Microsoft) use Prius and low occupancy vehicles. Buses punish our roads and are often lightly filled. Would looking at alternative vehicles reduce cost for non rush hour time periods?</p>
<p>Even though I do not live within the area that Metro serves, I strongly believe that there should not be many cuts. I understand that cuts are needed because of how costly everything is becoming. But as a student who commutes everyday to and from school using community transit busses, I cannot help but sympathize for the many individuals who will be affected by the removal of the busses they use. Many lives will be impacted by these cuts whether or not they live in the area of Metro busses or not.</p>
<p>Services need to be analyzed for utilization and any increase or decrease should be made according to the utilization data.</p>
<p>buss rout 312 interlaken park is very critical to serve theschools that are on and close to 19th ave. E . as well asthe senior population that lives there in addition to the young families that are moving in the neighbourhoud. also please inter consider the new business that have opened inthis area. please, please do not eliminate the 3 12 interlaken bus service.</p>

<p>Please do not cut Metro services, they are critical for my community, professional life and the environment.</p>
<p>With all the exciting transit options that Seattle has rolled out the last several years, it's a shame to see that the current system is in danger. I depend on Metro to get around, and considering how horrible traffic is, more metro service seems like at least a partial solution to fixing that.</p>
<p>This is absolutely critical service to provide to the community. People from all walks of life rely on the bus to get to their jobs, businesses, and many other purposes. Metro should be expanding service, or at the very least, maintaining its current service.</p>
<p>For students in the King County area, Metro is an invaluable service. I attend UW and the Metro Service is my only means of transportation to and from campus other than walking. Service cuts would negatively affect the convenience of using the public transportation system upon which many students rely.</p>
<p>Your guys employee costs are crazy if you look at getting rid of the benefits your unions have and look at other options for cost you would not have to cut routes</p>
<p>Many individuals rely on the bus services in order to get to work or to school. It would be unfortunate and extremely detrimental to these individuals if services or certain routes were cut. Not only would the jobs of bus drivers be jeopardized, the ability to commute to jobs or classes would be harmed, and the output and/or academic standing of many constituents could also be negatively affected.</p>
<p>I work off shifts, it is hard enough getting to work and home...with cuts I will have to drive adding more cars on the road and I will stop paying for bus service as I will have to pay for gas and parking...for me a car/driver ferry commute as well. I don't know the answer about decreasing service vs the other options, I just know decreasing</p>
<p>I have been a nurse at the University of Washington for 18 years and for all of those years I have commuted by bus, route 197. Over the years the route has been cut, time and time again, or other routes have been cut that have resulted in riders of other routes taking our bus instead. The lines at the park and ride are horrendous and the buses are completely full by the time they have picked up riders half way on the way in and the way home. I work an hour longer every single day because I cannot get a seat on the bus I have taken for years at 5pm. I physically cannot stand for an hour on both the commute in and the commute home. More cuts would make this problem much worse and I will end up driving, which I DO NOT want to do.</p>
<p>Having lived in Europe I know what it is like to live in a Metro area with good transit. Seattle should be working to provide better transit, not cutting back on services. I chose a car-less life over a year ago, and not having a car, I rely on Metro Transit and Sound Transit to get to and from work in downtown Seattle. I work at least once a week until about 9 pm in the evening. If my bus schedule is affected by cuts, like everyone else I will end up waiting longer for the bus, and my bus will be more crowded. This is discouraging since I already spend a great deal of time (over ten hours per week) waiting for and riding the bus each work day. I choose to do this because it contributes to a better Seattle environment. Fewer cars = less traffic, less pollution, better health. If the cuts happen, I will be forced to consider getting a car and becoming part of the problem.</p>
<p>Metro services are critical for the citizens of King county, especially those that are less fortunate, students, and commuters. If you decrease bus and other transport services, you will see an increase cost in road repairs and increased traffic, which is already a problem in Seattle and is not healthy for those commuting (as it adds much additional stress to a person's day) or the environment.</p>
<p>How dare you decrease services. Are you mad? Increasing services by 2% NOT decreasing by 17% every year</p>

<p>King County Metro service is not only crucial, it is extremely successful. Every bus I ride is crowded and usually standing room only. Instead of figuring out which lines to cut, we need to be having conversations about how to increase service and options. Whether by circumstance or by choice, less people are driving. Couple this with the fact that more people are moving here. No one I know is walking from Bothell to downtown Seattle. Public Transportation isn't just the future. It's the present. We can either choose to invest in ourselves and this county or continue to limp along. It's past time to increase service.</p>
<p>Public Transportation needs to be convenient and affordable, and accessible to as many parts of the city as possible. It: a) saves the environment; b) saves lives (ride the bus home after 2 drinks instead of driving); c) promotes community; d) reduces stress, and road rage; e) encourages more physical activity via walking; f) is the future. Seattle needs to get up to speed compared to other cities, NOT reduce transit options.</p>
<p>I use Metro transit every day and our neighborhood has already lost several routes in recent years. My commute time to work has doubled and the buses are constantly overcrowded. I know that this is not within the control of Metro and rather a concern to take up with the Legislature, however, it is clear that many people in our county do rely heavily on these services. The fact that people are still using Metro even with the increased wait times and reduced services shows just how important a service this is.</p>
<p>Do not cut service to U-District. The busses are always way too crowded and I can't imagine what service cuts in this area will do. A majority of students at the UW rely on Metro to get to and from school. Decreasing service in this area will cause students to be late for classes, drive more often, and ultimately make students shy away from the riding the bus all together. We need to support students who are spending all of their time and money at this institution. If metro service is cut in this area, it will cause students more unneeded stress and hassle on top of their already hectic schedules. Please do not cut service to routes into the U-District, especially not the 43, 49, 271, 70, 71-73 routes. Thank you</p>
<p>Metro is the only way to keep Seattle moving. I live in Ballard and do not have a car. Funding for Metro is an important daily issue for me, as it should be for city planners.</p>
<p>Having a robust public transportation system is key to maintaining local economic stability in the area and absolutely necessary to support a functional and democratic urban space.</p>
<p>WE NEED TO GET MORE CARS OFF THE STREETS.</p>
<p>These cuts will make it impossible for me and lot's of other people to get where we need to go. Longer commutes will be needed, increasing the costs and time needed, and there are many people who just won't be able to afford it. he cuts hurt those disadvantaged people who need the metro system the most. And when those fortunate people who can afford to utilize other means of transportation do so, it will increase traffic congestion horrifically, not to mention how it will create a blow to environmentalism. Cutting metro services will dramatically hurt people's livelihoods and is one of the worst ways you can hurt this city and the people in it</p>
<p>This is essential. Stop giving tax breaks to Boeing, their profit is our loss. Serve the people who elected you.</p>
<p>For graduate students like me, who do not have a car or another way to get to classes and my job, the buses are essential. Cutting my bus line would be a great inconvenience, and I do not have the funds to pay for a car and insurance right now.</p>
<p>I was wondering how much it costs to have all the interpreter services that are available? Cutting back on interpreter services seems like it would be a good way to reduce costs. Only having printed options for languages besides English or spanish?</p>
<p>I enthusiastically support the idea of raising funds for Metro transit via a King County Transportation District.</p>
<p>Please do not shrink the 12 route. My wife uses it daily to get to work. And I use it regularly to get down to the Seattle downtown library. We specifically chose our apartment because of the 12 bus route. We live right next to the stop on 19th and Denny.</p>

<p>Funding for vital public services cannot be tied to an inconsistent (not to mention regressive and archaic, but that's another argument) sales tax--funding should come from a more stable source, such as property or income tax. Come on--search your feelings--you know it, I know it, we all know it to be true.</p>
<p>Cities should encourage the use of public transportation so that we can control the amount of traffic as well as gas emissions. Cutting down the availability to ride buses to numerous locations highly limits the people who depend on public transportation. The risk of losing an insurmountable amount of money is highly probably if you reduce the amount of locations and routes.</p>
<p>Maybe I have not found the information I am looking for yet, but I am very concerned about the 271 not being available for those of us who count on it to go to Bellevue College. These tend to be younger people or people who are trying to better their lives. The cost of getting a car, paying for parking and car maintenance will be a very large burden on a group of people who are more than likely already struggling.</p>
<p>I do not own a car, and neither does my fiancé. We both bus everyday to/from work. We rely on buses. I do not support the reduction of bus systems/schedules.</p>
<p>Bus service is an essential component of a well-functioning city for social, environmental and economic reasons. Please do not reduce Metro service, that would be a step in the wrong direction for progress.</p>
<p>I pay \$2.50 to commute each way to work, and that already seems like too much since I often have to stand the entire way. Fewer buses with even more crowding will not be an incentive for commuters to utilize public transit, and will only add to Seattle's traffic congestion issues as people opt to drive their own vehicles. Please do not cut funding for Metro transit.</p>
<p>As a commuter student, who lives in the Puyallup/Tacoma area but regularly attends classes in Seattle, the bus routes being proposed for budget cuts would negatively affect my every day. I regularly use the downtown stations and tunnel transfer buses during the day to the U-District. Commuter traffic in the morning can get really hectic and crowded on the buses already, and by cutting routes back I imagine this will only increase.</p> <p>In order for me complete the course requirements expected of me for my degree at the UW, I also have to take late night classes or labs. The metro buses function as my only way home on these nights, taking routes like the 72,73,74 downtown to retail district-- that way I can transfer to Puyallup/Tacoma. Often times, when my schedule involves volunteer work after classes, I will ride the 197 to Kent or Federal Way directly from campus. These are all direct and convenient means available to me as a returning student and I do not wish for any of these routes to go away! Thank you.</p>
<p>Metro buses are important for quality of life in Seattle and King County. We already have bad enough traffic. Adding thousands of cars per day to our roads would not help attract new businesses to the region.</p>
<p>They are impacting the way people commute, the environment and ease of commuting. If the service isn't good, people will not use public transportation they will drive which will negatively impact the environment, increase green house gases, increase road wear and tear, more fuel consumption and cause people to have to stand on the bus for their hour commute to and from work. I know if service is decreased in my area, I will drive because I have to be home to get children from daycare and care for a ailing parent after her nurse leaves. I am so mad about this I could SCREAM!!!</p>
<p>As a student a UW, buses to and from campus during rush hours are typically late and over crowded, often passing by people waiting at stops because the bus is at max capacity. Please increase service to and from campus at rush hour times!</p>
<p>Public transit should be a budget priority. Reducing service just causes more single occupant vehicles to be on the road. I support higher taxes on car ownership and gas to pay for public transit.</p>

<p>Public transit in this city is already pretty lacking. There are few East-West routes in North Seattle -- and those that do exist are packed (especially during rush hour). Also - the lack of public transit services at night is setting up the city for DUI's. Having the latest bus running at 11:30pm... pretty ridiculous. The late night OWL buses are few and far between, and you'll probably end up walking another 2 miles just to get home from wherever they drop you off. Lack of early morning transit is also a problem.</p>
<p>Seattle ranks in the top 10 cities for traffic congestion. A lot of this is because traffic bottlenecks at the bridges leading in and out of the city. As more people move into the city and the structure of the city remains the same, we need community transit to lessen the traffic congestion on the roads. Metro provides an important service in helping to keep fewer cars on the road and more parking spots available. Many people have come to rely on Metro because the traffic and parking is so poor in this city and Metro is an excellent public transit system.</p>
<p>I think there should be a charge for dogs that are not service animals. Some larger ones take up as much space as people so people do not have a place to sit when the bus is full. The amount that was spent for electronic sign boards at some stops could have have been saved. The amount of paper schedules printed could be reduced.</p>
<p>King County has a traffic problem. There are too many single occupancy cars on our roads and our population is going to increase over the next decade. Cutting mass transit is only going to make the problem worse. It is not a forward thinking solution. We should be looking at ways to increase public transportation. Especially on Seattle's East/West routes. This is a bad idea for King County, our environment and the well being of the citizens of Seattle.</p>
<p>Cuts in public transit will hurt everyone (not just those who actually ride the bus). It will put more cars on the road, increasing traffic congestion, increasing air pollution, raising the cost of living and making our area less livable. A great public transportation system is at the core of great cities. In 33 years of working at the University of Washington, I have only driven to work, perhaps 15 times and I am extremely grateful for public transportation. My co-workers who drive, are constantly coming in late to work, saying either that they got stuck in traffic or were looking for a parking space. I feel like the lucky one! I raised both of my children riding the bus, and now as adults, they both are, by choice, proficient non-car owners (as I now have been for 2 1/2 years). Even my 5 year old grandson and I go many places on the bus. We go between our 2 houses, to the zoo, the library, the locks, the park and other places. Yea Metro!</p>
<p>Portland will laugh at us</p>
<p>It is absolutely socially irresponsible to cut public transportation in a progressive city in this day & age. It discriminates against people with lower socio-economic status by reducing service, raising fares, and therefore making it more difficult for them to get transportation to and from work, school, and other daily activities. It discourages people from using more environmentally friendly methods of travel. It continues to make Seattle laughable in its vision of public transportation when compared to other cities like Portland and San Francisco. Come on. Let's get with the program. Do something good for the people, the environment, and the city.</p>
<p>would love to see increased service, but understand that's not a reality right now. I would pay higher taxes to allow Metro to expand services.</p>
<p>It seems counter intuitive that, at a time when Seattle is rapidly growing, we would even consider shrinking our bus service. Public transportation is at the heart of any great city. Why would you want to hamper Seattle's potential?</p>
<ol style="list-style-type: none">1. Should balance the service provided to different regions. I think Capitol Hill and U District get excessive service (#10 for example).2. Proposed route changes to #8 and #60 are very detrimental. #60 provides direct service to Harborview and is critical for patients and hospital workers. Changes of #8 in Madison Park eliminates half of the buses from that community to Downtown.

As a city that enjoys the perception as a national leader in green/sustainable communities, *decreasing* public transportation is *not* the way to go.
The student population at the University of Washington is growing every year, and there isn't enough housing for them to live within walking distance of the Seattle campus. Even with current service levels, the commute is crowded and tedious for the students, who are not only adolescents but adults with family commitments. For a mother going back to school for her Master's, it is already unfeasible to wait an hour for a bus already filled to capacity, necessitating a further wait, which makes it difficult if not impossible to get to her son's daycare before closing. Please do not make further cuts serving the UW campus.
Reducing the number of routes really disadvantages low to middle income people who can't afford to own a car.
It's ridiculous to cut service when demand is increasing.
I live in Beacon Hill, Seattle. Although we do have a Light Rail station, Beacon Hill is a large neighborhood. That station is not convenient for everyone. The bus service near my house is already lacking. I work at University of Washington. For me to get to UW on the bus, it is over 1 hour commute. I have to catch a bus, transfer to the Light Rail, transfer to another bus, and then walk. The buses that are near my house (50, 60) also do not run late in the evening. There is no good alternative to driving. I truly believe that South Seattle is underserved. How many express bus routes serve North Seattle vs. South Seattle? Why can't there be a direct bus route to University of Washington or downtown? If services were cut to this area, it would be very disappointing. I don't know how people without a car can manage with the existing bus routes. Please work toward improving transit options in South Seattle!!
please save Seattle route 1
please don't cut services that allow people to get to their jobs and work.
Its not the public fault that Metro does not know how to handle their money. Rapid Ride, unnecessary improvements and buying lots of Hybrid buses were a poor choice.
Cutting Metro bus/transit service is absolutely unacceptable.
Please fund! This is an important service to the community.
This is a vital service for the entire community. Cuts to service will greatly impact people in ways that they have not imagined. The overall economic and social growth will be negatively impacted. Please find ways of avoiding these cuts.
We of the university community need our public transportation to get to and from work in a reasonable fashion and to continue our way of life, to make a change this drastic is simply unreasonable for those of us in the university district.
Please don't cut the 44 route to UW!!!! It's the only bus people like me from Wallingford (and Ballard) can take! I know plenty of people out here that will have to look for more expensive apartments elsewhere to accommodate for the bus route if this gets changed :(
This funding should not be cut to such extreme amounts. I'm sure there are other places within the community where these cuts can be made and it will not have such a drastic negative effect on the people of Washington. A large portion of the population depends on these bus routes that are proposed of being cut in order to commute to and from work and school. Although there still may be a bus route available for them to take, it may take twice as long as the old one or they may have to transfer routes so they will be spending more money for the tickets and also their commute will take much longer.
Please keep it as it is.
I would like funding for Metro transit to be stable and not linked to sales tax in the state. Public transit is a critical service that our communities need. It benefits everyone - wealthy, middle class, and low-income. After the September 2012 round of Metro transit cuts, when service was cut to my neighborhood, I had to start driving to work every day. I would rather be riding the bus!

<p>Public transport is one of the indicators of good local governance. Cuts are unacceptable and if Seattle has any claims on providing exemplary services to its residents, let alone cutting down the service, it should be expanded.</p>
<p>Transit is a complex multi-modal system. Costs should be looked at holistically across modalities.</p>
<p>I rely on the 68, 71, and 372 to get around as I have no car. This is my main mode of transportation and if these routes are reduced further or eliminated all together, then my mode to get around to work, school, and home is drastically changed. It is unacceptable that these routes will be changed further. As an up and coming physician, I think it is not in the best interests of the tax paying public to cram the buses full of people and run the risk of catastrophic accidents. The buses are all ready full at peak hours of the day. This places a strain not only of bus drivers, but also to the disabled, elderly, and parents with children that rely on the bus and its accommodations to transport them safely to their destination. It seems this demographic of the population is first to suffer from these cuts. As policy leaders, its the states job to make sure that its people, regardless of age, race, disability statues, etc., are safe. Let's not jeopardize their safety as well as the rest of the population that relies on this system to get to their destination.</p>
<p>The proposed cutting and/or reduction of 20 of the 42 routes serving the UW Seattle campus will greatly harm students ability to access their education and all the surrounding communities have to offer. Most of my peers and I regularly use these routes to access classes, work, and to commute home. As students, many of us cannot afford cars or rent close to campus, and the metro service is absolutely essential for access to school.</p>
<p>I use metro busses several times a day to get to school, work, and home. Without access to public transportation I have calculated that I would pay more than \$1000 in increased transportation related costs (tolls, gas, parking, etc). With a student's budget this could be completely untenable. Furthermore I encourage you to look at the traffic and environmental implications of increased SOVs resulting from the proposed cuts. King County Metro needs to be extending its service as it move into the 21st century, not cutting back.</p>
<p>Car tabs seem like the best option for increased funding.</p>
<p>These cuts will hurt the poor and University students a great deal. Please consider reducing your own salaries or reducing city expenses before doing away with our buses!</p>
<p>Have you ever relied on the metro system exclusively? Why don't you try it for a few weeks and see how crowded the buses already are. I'm pretty sure citizens are encouraged to use mass transit to reduce emissions and congestion....which is still horrible. So which evil would you prefer?</p>
<p>I depend on the bus to get to work, school, internships, and for running errands. It is not unusual for me to take up to 7 buses in one day. If services are cut my ability to get to and from work will be hindered. It was difficult to find a job that fit with my degree and career goals. The job happens to be 3 buses from where I live. Losing routes 71 and 30 greatly reduce my chances of keeping the job. It would be great if an alternative funding source could be decided upon soon so that the wonderful service that Metro provides each day can continue to help me, and hundreds of others, in Seattle maintain our jobs and current lifestyles.</p>
<p>I insist that our local government fights to increase bus routes and service times and not allow these cuts to happen. Many Seattleites rely on busses to get to work, school, and home every day. Reducing traffic congestion, especially downtown, is of utmost importance and can be accomplished by making it easier for commuters to use Metro Transit.</p>

<p>I am not sure how Seattle can effective function if routes are decreased. This city and the people in it rely heavily on the Metro bus system to get to and from work, school, the grocery store, everywhere. I have been on too many buses that were dangerously overcrowded and the driver still has to pass normal stops and leave people waiting because there was absolutely no more room on the bus. And I have been one of those people being inconvenienced by being left at the bus stop by a dangerously overcrowded bus. I understand that funding is a problem, and with bus fares already being quite high, there are few options available but decreasing bus routes will cause many people to resort to driving because they will not be able to rely on a bus being available to them, which will only perpetuate the problem. A real solution needs to be found, and decreasing routes is not it.</p>
<p>As a student at the University of Washington, I think that Metro deleting 2 of the 3 major routes going through campus is a little ridiculous. During the morning and afternoon routes both the 67 and the 68 are packed full of students and teachers trying to get home from classes. Deleting two of the three routes will leave many with a huge walk from University Village up into Lakecity if they don't take the 75 all the way around through Sandpoint. I frequently use the buses to go to Northgate and up the Safeway by Roosevelt but now you've left no options to get to those areas, as Metro has emilinated all the routes the serve the area, 48X, 67, and the 68. Buses are an essential part of getting around Seattle and not funding Metro would be a huge mistake on the cities part. There would be less tourism to the outer parts of Seattle, such as Fremont and Gas Works Parks because there would be simply no way to get there. There would also be an increase of cars in the area due to the fact that people can't get from campus to Bothell anymore.</p>
<p>KC Metro is the most cost effective transportation investment made the county and state. Ridership is increasing as many people find they can drive less or even live car-free because of Metro. To cut Metro service as traffic congestion and auto emissions increase throughout the county is unconscionable. Metro needs stable and reliable funding to continue to serve as the backbone of King County's alternative to driving.</p>
<p>I hope bus services around UW campus not be cut, because not so many students have their own cars, and many students I would say totally rely on the bus services provided around the UW campus. A cut of nearly half of its original bus line would cause great inconvenience for students who need buses to go to school, return home, or go for shopping... Also, shrinking down the bus lines would result in a decrease the profit gained from students as consumers.</p>
<p>Metro is the only reason I can get to my classes at the University of Washington without having to partake in an hour long walk. Metro buses are highly relied upon. They can be very crowded as is because it is a main mode of transportation for MANY.</p>
<p>Funding for Metro is a social justice issue and cutting service is not following the "equity lens" that King County has pledged to follow and view all policy through.</p>
<p>Transit funding needs to be significantly increased over its current levels, rather than cut. Many buses are currently infrequent and behind schedule and the County needs to make investments to fix the issues with our transit system.</p>
<p>Seattle is one of the only cities where you can get anywhere without owning a car and that shouldn't change. Reducing the bus service will increase traffic and reduce commerce.</p>
<p>I voted for Ed Murray because he said he'd increase service across the counties, not just Seattle.</p>
<p>The students at University of Washington - Seattle campus frequently use the Metro transit, especially the 70s routes. The 45,000 students here would greatly appreciate it if you would not cut funding for these popular routes: 30, 48, 65, 67, 68, 70, 71, 72, 73, 271, and 372.</p>
<p>Please do not cut the bus routes!!</p>

<p>I greatly rely on Metro to carry out the important tasks of my every day life. I'm a college student and can't afford to buy a car, let alone pay for gas, parking, and insurance. I have a membership to a car service don't use it often because doing so would put a hindrance on my budget. Metro provides me with an inexpensive, efficient way to get to school, work, my parent's house, and my clinical rotations as a student nurse with fairly good reliability. With the help of Metro I can afford to save on transportation and invest extra money in groceries or local businesses. I can see my family and boyfriend in different cities. I know that I'm taking one less car off the road when I ride my bus. It gets me to places that help me further my education. Metro works for me and I greatly appreciate it. I hope you have the opportunity to see the appreciation others have for it as well.</p>
<p>I don't own a car and it's quite unlikely and out of my income range to possess a personal motor vehicle considering I live in an apartment in the University District. As a business student, I have to meet with professionals and make weekly trips downtown and to the Fremont/Queen Anne district for work, which is only possible via the 71, 72, 73, and 31/32 bus routes. Without these routes, I wouldn't be able to get to interviews or work.</p>
<p>The current level of metro service in the Seattle area is valuable and heavily used. It saves time and money for commuters and helps to preserve the environment. Please maintain the current level of service. Thank you.</p>
<p>Funding Metro transit is CRITICAL for the overall well-being of countless individuals throughout western WA State. Owning and driving a vehicle is increasingly expensive; and added to the costs of parking throughout the city, more and more residents are RELIANT on bus service to travel to and from work, school, and other obligations. By cutting Metro services (even by the smallest margin), you will contribute to the oppression of low-income individuals. Cuts will also ABSOLUTELY lead to job losses for many individuals who rely on Metro transit to get to and from work. Additionally, Metro cuts will lead to an increased number of cars on the road, which - let's face it - is THE LAST THING that Seattle needs. For so many reasons. Please make Metro funding a top priority. It's the right thing to do.</p>
<p>I am a UW student and I use the 30, 48,67, 70,71,72,73 and 372 routes REGULARLY to commute to school and a volunteer position. All of these are proposed to be cut. Please for the sake of the University of Washington, a school that contributes so much to the city, DON'T CUT METRO!</p>
<p>Would pay more for servic</p>
<p>It is a shame that as our population continues to grow, our bus services are getting cut. This impacts not only students but also our elderly and it is a disservice to our community if transit is cut.</p>
<p>Metro and public transit are essential for creating an inclusive infrastructure which serves all people within our metropolitan area, not just those rich enough to afford cars and guzzle the gas and create the pollution associated with it. Greater public transit is thus an issue of social and environmental justice. Furthermore, strong public transit strengthens the economy of an area by facilitating connections within the economy. We need to protect our transit for all of those important reasons and it is the responsibility of the state, the city and its citizens to jointly contribute to these goals.</p>
<p>Cutting metro transit services is a short-sighted solution to a budget gap - all of us still need to get to work, which will put more cars and bikes on the road, increasing traffic, road wear and tear, law enforcement needs. The buses I ride are always well-utilized and serve lots of people. Perhaps we could raise more revenue by taxing cars via the gasoline tax or registration tabs, which then helps pay to reduce traffic via transit (and encourage transit usage).</p>
<p>in my opinion most people use metro bus every time day and night and all the buses are full of people. instead the service cut it is good idea to increase the fare or make other change such as to make sure people are pay the bus because some people do not pay and it is not fear for the other people who always pay to have less service. people must pay their ride so we keep the service.</p>

<p>I rely on Metro on a daily basis to get to my work at the local hospitals (Harborview Medical Center, the VA, and UW Medical Center). I know that many of my patients rely on Metro as well-- due to physical disability or poor health, financial hardships, to stay safe and avoid having to walk/park in areas they'd rather not, or just to be "green." I think that in order to keep the people of the greater Seattle area employed, safe, healthy, it is imperative to keep these routes running on their regular schedules.</p>
<p>I do my best to do my part in omitting toxins in the air. It is not convenient to take two buses to school but I do it because I want to contribute to saving or at least not putting more gases into the air.</p>
<p>Worry about how cuts in Metro will effect traffic.</p>
<p>don't reduce the buses!</p>
<p>I will be VERY disappointed if sooooo many lines are deleted!</p>
<p>Thousands of people rely on Metro for everyday affordable transportation and access to their jobs, taking care of their families, and moving around the city safely. I ride to work every day in a crowded bus that is often already running late because of huge ridership - to cut back on services and add extra stress to both Metro workers and riders is absurd. Please don't take away our environmentally and socially sustainable form of transportation!!</p>
<p>I am a student at the Seattle UW campus and commute daily on public transport. It is already hard to plan around the current bus schedules and bus arrival times are unreliable. I would be fine with imposing fees for parking at park and rides, road tolls, and higher bus fares if this means maintaining at least the same level of service. I can't image having to drive to campus everyday or into Seattle. If I could, I would live without driving my car at all, but that's not even remotely possible with our current infrastructure. I wish more would be spent on public transport and less on catering to individual drivers.</p>
<p>Hello, I am a typical student here at the university of washington, and buses are MY LIFE. I go to work on bus, I go to volunteer events on bus, even for some classes I go by bus...it is not like without metro bus system seattle will have some sort of alternatives for us, for example we are not NYC, we don't have subway. And we just can't take airtrain as a daily transportation-why would I go to the airport everyday? Therefore, imposing such a cut would mean a majority of us seattle students would end up taking cabs everywhere and become the true American's dream. Do we want that? Sincerely, Fangda</p>
<p>We need buses in Seattle to keep the city working. University students especially rely on this service to get to school</p>
<p>This is probably the most valuable public service King County provides with perhaps the exception of sewer and water. An effective transit system accomplishes two goals which usually oppose each other: economic boost as well as environmental responsibility. Between bus reduction as well as legislation in Seattle threatening ride-share services, traffic will increase, the environment will suffer, and people will become less mobile. The last part is particularly true for the lowest, most vulnerable socio-economic class, and it is not only physical mobility -- it is also socio-economic mobility. Metro transit is an invaluable tool for the entire Seattle community, but it will be the most vulnerable who are hardest hit.</p>
<p>It is ridiculous to reduce bus from the UW district. Most students cannot afford cars. How can they go to class? Why do they need to worry about housing and transports while suffering from study stress? Also it must cause the rent of houses and apartments around u district increasing though it is already so expensive. Every UW student also pay over 80 dollars for buses each quarter! But not everyone took the bus to school, why do public sevice become so mercenary?</p>
<p>I have epilepsy and can't drive. All my travel during the week is done by bus. I'm not sure what I'll do if my routes are pulled. There are 5 routes that I rely on!</p>

<p>Yes, I do. My family does not own a car. This will significantly affect our ability to get around this city. You are hurting hardworking families who are already struggling to make ends meet. And, your solution will be to cut bus services which will cripple us even more with our daily routines here in the city of Seattle. My commute has already been affected with the most recent cuts! The bus I now take to get home in the evenings, 31/32, is always late and cannot accommodate the commuters waiting to get on the bus.</p> <p>How are you helping us? Where is our money going? How are you helping cut down on pollution or being the green Seattle that I love? Help your people and the 12th man here in Seattle by not reducing our bussing system!</p>
<p>Cuts to Metro service disproportionately impact working class families. It is egregious to continue to cut these services when they're needed more than ever. Please find some way to increase funding for this essential service (and tell Tim Eyman to drop dead).</p>
<p>I am a UW student that does not live anywhere near campus. Because of this I have to take the bus EVERY DAY to class. Cutting bus routes means that I will not have a bus stop anywhere near me to get to class. Cutting buses that serve the UW will be more than just an inconvenience to students that do not live on campus. With how expensive on campus parking is, buses really are the only option for people that commute.</p>
<p>Funding public transportation is an important way to provide mobility for all. It is also an important means of reducing the number of vehicles on the road during peak commutes, which in turn reduces emissions.</p>
<p>As a rider of over 20 years I believe strongly in public transit. Seattle's roads are well known for being terribly congested. The cuts Metro is considering would be devastating. The increase in vehicles on the road, the lost time spent commuting and the impact to the environment all need to be prevented. As the economy is showing signs of a recovery the County needs to do all it can to improve transportation in the area. Cutting transit is unacceptable. The \$20 congestion fee should continue, and would likely pass if put on a ballot even if increased to \$30 or \$40 a year, but selling a \$60 tax will be very tough.</p>
<p>As a student who commutes to and from school, in addition to using it to ride to and from my after-school work, I HEAVILY rely on public transit on a DAILY BASIS. I already spend approximately four hours, total, every day when waiting for buses and riding the buses, and cutting down the budget will mean having to spend a much greater amount of my day waiting for buses to arrive and/or having to take alternative and additional routes.</p>
<p>As a University of Washington student, I find the Metro to be so incredibly important in my daily life. I ride it everyday, to and from work, school and home.</p> <p>Not only is it riding the metro a greener mode of transportation, but it's also very convenient for not only me, but others in this county. Decreasing service would place a hardship on not only students like myself, but the other riders who rely on the system everyday.</p> <p>Besides, if the Metro had an increase in service, this might encourage people to become regular riders. This would greatly cut back on congestion in our area as well.</p>
<p>Metro busses are already crowded, and routes are barely adequate; it is already often difficult to get where one needs to go in a reasonable amount of time. Those of us who can't afford cars or prefer to keep additional vehicles off of our streets need service to be increased, not decreased.</p>
<p>Public transit makes it possible for families and individuals of a range of means to live and work and study in the city. As a grad school student, I'm going deep into debt to become a medical professional and I can't afford a car. The proposed changes completely remove 3 major routes that happen to be the only ways I can currently get to school. Cut this service and I don't know what I'm supposed to do.</p>

<p>I am regular user of Route 71 going to the University of Washington. The changes affect my regular schedule and I will have to start driving. As a city, we should be encouraging public transit so that more people are encouraged to use buses and light rail as it expands.</p> <p>We have a highly bloated and inefficient transit system that provides no incentive for commuters to ditch their cars.</p> <p>Why not have efficient ways for transit with smaller buses or vans or encourage private participation in transit? I understand funding issues esp. with the Viaduct and 520 bridges cost overruns. But transit service cuts and reductions exacerbates the issue discouraging riders and changing commuting behaviors. As a city, we have to figure out better ways to improve transit, not reducing it.</p>
<p>It's really important to keep services running in order to support and promote greener living in the greater Seattle area as well as enabling those who cannot afford cars or insurance. By reducing or eliminating transit, people who have no back up option are being stripped of their access to work, markets, doctors offices, etc. When it comes to the environment, public transportation is one of the best investments a city can make to reduce pollution. It is also helpful in alleviating traffic congestion issues caused by single-person commutes.</p>
<p>If the buses are not being used then they need to be cut, or cut down on service. But, if the goal is to increase ridership and get people out of their cars, then cutting bus service does not make sense (unless it is not being used). I am not experienced enough to say how to get the extra money - we all pay quite a bit in taxes already - maybe when the marijuana stores open some of the taxes from that can go to help pay for buses to continue to run</p>
<p>The buses get crowded enough as it is in the university district. So many students rely on the bus system because it's impossible to have a car up here while you're a student. If metro cuts down on buses in the university district, students will lobby to no longer pay \$75 for U-passes. That could be an even worse affect for metro!</p>
<p>This is necessary! Buses need to be part of the solution at keeping our city friendly, and environmentally friendly. There are too many cars on the road as it is!</p>
<p>Reach out to the University of Washington for help. With proper awareness for the students, they should be willing to support as most students use the Metro bus routes for various purposes.</p>
<p>An enormous number of people rely on transit to get into, out of, and around Seattle. An additional tax to fund Metro transit may be required to allow the region to continue to move. Under no circumstances should peak hours service be cut.</p>
<p>I agree that some routes are utilized more than others. Can reducing the number of times a route is serviced during non-peak hours not make up a significant portion of the shortfall? The elimination of all these service routes will eliminate the only means some people have, including me, for commuting to and from work. Also, this will increase the volume of cars on the road, further increasing the terrible congestion on Seattle streets and I-5.</p>

<p>Unfortunaely, I am on a route that is highly restircitive for morning departutres (3) 5:30/6:45/7:30 and return from D/T 3:15/4:05/5:00 evenings and poor connenct D/T. 1977-1997 no Service at all or 1.5 mile walks? I must drive to get to work at arrival time and depart after 5:pm. I feel the system should be self supporting. If not, routes will need to suffer to make it self-sufficient. It is basically unfair to make others pay for goods or services that I can not use because of distance or they don't exist. The busses cause a lot of damage to the roads (not meant for that traffic) and don not pay for the repair--I DO!! If one moves to an urban area and chooses not to drive or have a car or arranged transportation. Then be upset when the resources dwindle to pay for that chosen way to travel--is unrealistic. We should pay for what we use. There will be no one ther to subsidise the extra I will have to pay on my License fees for add helpo to the system. Are you going to make the riders pay \$20 more a month for their usage too? Probably not.</p> <p>Finally, My cousin use to brag to us in the 2001 era that the driver who chose not to work on routes (assigned) and "hang" around waiting are really well paid for "wait time". he was just a driver and made >82,000 a year. Teachers should be that lucky.</p> <p>Thaks,</p>
<p>Metro transit is vital to the community. To cut Metro service would adversely affect the ability of many commuters, especially lower-income commuters, to get to and from work. It would limit their options when seeking employment, and ultimately be disastrous for the local economy.</p>
<p>Metro funding is in a downward spiral. If funding is not restored immediatly, Metro service will become completely useless. Stop diverting money toward Link Light Rail, which fails to meet the needs of commuters.</p>
<p>I don't ride the bus anymore because when I did it was unreliable - often very late - and overcrowded to the point of being unsafe. I am now one of my many Seattlites contributing to the traffic problem because taking the bus is not an option for me because I need to be at work on time.</p>
<p>It's ridiculous that we don't adequately fund metro transit. We need more service between Issaquah and Eastgate and Bellevue Transit Center, not less. I usually take 556 from Eastgate to UW. At Eastgate it is often standing room only and occasionally it is so packed that the bus driver won't pick up riders along 112th St. Many of the Issaquah riders disembark at Bellevue TC. If you cut the 271 service to Issaquah, the 556 will be even more crowded. On weekends there is only one route (554) between Issaquah/Eastgate and downtown Seattle. We need an equitable way of adequately funding Metro. How about special levies (like school levies) with the money raised in each district going only to fund metro service in the district. I'm tired of subsidizing Seattle.</p>
<p>If money in Seattle is a concern, cutting back on basic needs is not what should be cut. These routes not only provide work for our drivers, but also get staff on time to work at ALL businesses in Seattle and the surrounding area. The traffic in Seattle has become pretty terrible. I already have issues with my staff getting to work on time. If these cuts are made and increases in service are not arranged, people will move away from Seattle to get away from the stress of long commutes stuffed in the buses like sardine cans, as well as to be able to get jobs. Many people and businesses will suffer. Not good for the economy. I have been disappointed in Seattle transportation since I moved here. More and more people are taking the bus. If you cut service, I will never know if I am able to get to work on time or at all. When buses are crowded they skip stops. We're also encouraging a lack of safety squishing so many people onto buses. If a driver ever gets into an accident, the effects would be worse than they should. Find another way to get the money. Increase taxes if you have to. Don't threaten us with less bus service just because whomever is unwilling to budge.</p>
<p>I think it would be great to see metro increase the frequency of their services, especially at strategically chosen times. I am sure that the metro service has employees who are working to find a good balance of bus arrival frequency and traffic dispersion.</p>

<p>In the six years since I have lived here, fares seemed to have increased significantly, while services remained at the same or decreased levels. My experience, while anecdotal, tells me that ridership is up. The bus lines are longer and the buses themselves also remain crowded most of the time. Prior to moving to Seattle, I lived in San Francisco. I loved the metro system there. I expect similar from Seattle, and would love to see a larger investment in public transportation, in both Seattle, and the greater King County area.</p>
<p>The availability of public transit sets Seattle apart from many other American cities. I moved from the southeastern United States, a region with spotty public transit, and have been thrilled with having the ability to move around the city without driving. Cutting public transit will remove this valuable element. Additionally, Seattle seems to pride itself on being a progressive, green city. If public transit is cut, it would likely lead to increased personal vehicle usage, a shift incompatible with the image Seattle seems to promote for itself.</p>
<p>Take steps to encourage more drivers to ride public transit, by making it more convenient. That means more route, fewer connections, more frequent busses on many routes and surcharges on licenses plates to fund transit. Rapid Ride is a joke. It is not rapid and the busses are uncomfortable.</p>
<p>I do not own a car, and Metro is my main mode of transportation. Even if owning a car was an option for me right now, I would still continue to use the bus system as my main mode of transport because I firmly believe in public transportation and reducing the dependence on cars in large urban cities like Seattle. Beyond how service cuts would influence me on a personal level, cutting service, rather than improving it, only reinforces many people's believe that you need to have a car in Seattle and that the public transportation system isn't worth the trouble.</p>
<p>Students all over the city use this metro system, and it would be difficult for them to adjust with even less buses than there already are.</p>
<p>All I want to say is please keep the 277 metro bus route!!! It's very tedious for me to get where I need to without it, and I take it quite often. If its impossible to increase the times that particular bus goes through, please keep it at least at the times it is running! Thank you.</p>
<p>I would support a usage tax for downtown Seattle streets and tolling on I-90 to increase Metro service.</p>
<p>YES! 1. How about tying the increase of traffic congestion to the lack of funding for public transportation? Recently I heard on the news that a survey showed that traffic in the Seattle area increased 14% in 2013--I'm sure that it's no coincidence that that happened after the last devastating 20% cut in transit. However, no one is telling drivers how much it affects them when tens of thousands of Metro users HAVE to drive because their routes have been cut. I rarely drove until the cuts in 2012-3, but now I have to drive almost daily. It costs drivers more money and time when transit is cut!2. This also affects businesses--if buses are cut, employees and business customers do not go near those businesses or cannot get there easily without driving and having to park.3. Examine the King County leadership! Ever since Kevin Desmond became head of Metro, we have had horrible cuts, total changes in how our neighborhoods and transit works, and we've become a grid-locked East coast style city that has abandoned our older and handicapped residents. Why don't we get someone who can make Seattle and King County BETTER instead of making the same bad urban planning decisions of the 1970s and 80s that many of us escaped?? WE need real leadership!!!</p>

<p>Cutting public transportation is a failed policy. There is no reason for metro transit to take the hit for greater state budgetary issues. Real people depend on these networks to get to and from their jobs. Owning a vehicle is expensive, and King County should be aiming to decrease automobile dependency, not increase it.</p>
<p>Metro is critical to our viability as a region. The end.</p>
<p>I am a graduate student at UW and rely on Metro to get to and from campus 5 days a week. Metro is vitally important to helping students access education and a cut in service will negatively impact the 60,000 students who use their UPASS to get around Seattle on the Metro.</p>
<p>a more stable revenue stream than sales tax should be added in addition to the sales tax revenue.</p>
<p>Please do not cut our transit! I need to get to work and school using the bus and without it I will not be able to survive! Make funding available for this next year! Step up to this challenge for the citizens of King County!</p>
<p>Seattle's Metro transit system is one of the city's defining factors, and a significant part of what makes us such a great city, resulting in reduced environmental impact and a less expensive method of transportation for many. Please do not let us reduce this great program!</p>
<p>We need more funding for Metro, not less.</p>
<p>A robust transit system is absolutely required if you want to drive growth in the downtown area. Amazon and other business are poised to add thousands of white collar jobs. I do not believe the roads and parking infrastructure will be able to support that kind of influx. The answer is public transportation there must be a great system in place to help fuel that growth.</p>
<p>Further cuts on Metro service are untenable. Peak usage on the 71,72, and 73 routes fills the busses to and beyond their reasonable carrying capacity to the point where the bus is already full at its very first stop in the mornings northbound, and before the last University district stop going south bound in the evenings. Even on regular commute days, drivers strand would-be passengers to wait for the next bus toward downtown in the evenings, and if there is any kind of special event, such as a Sounders game, or the UW football game downtown, passengers can wind up waiting multiple busses (or even multiple hours) to catch a bus. That's what it's like now, after only the first round of cuts. For those whose routes have already disappeared, some have been driven to overcrowd remaining busses, while others, like my office mate, now drive to work every day. Further cuts will certainly drive those of us who have the option to taking our cars to work to do so far more often, adding to overall traffic congestion, air pollution, and parking congestion.</p>
<p>Please do not cut the bus lines that go to the U-District. I represent a group of thousands of students who do not have cars because we are in college, and we rely very heavily on public transportation to get around the city.</p>
<p>This is a huge environmental step backwards.</p>
<p>I like the proposed changes to the 68 and 73 lines. It sounds like it will actually increase frequency even as it drops the 68 line. This sounds very efficient and will be beneficial for service too.</p>
<p>Cutting bus service that goes through the UW campus is highly inconvenient for many commuters, similarly it seems these are the busses that are always most full</p>
<p>A lot of people that use metro are financially needy or daily commuters into seattle. By cutting service it will impact the poor, many of whom metro is their only means of transportation. It will also increase congestion on I-5 and 405. In just 3 years I have seen my commute increase by 10 minutes daily and with service cuts would anticipate further increase in commute times.</p>
<p>The One Bus Away app has greatly increased my Metro usage. I believe it could do the same for others.</p>

<p>We need to get more cars off the road and to properly fund Metro. Sales tax is too unstable. We need a state income tax and to eradicate the sales tax.</p>
<p>I think this is a tough question to answer. I personally do not want services cut. If anything, I want them increased. I do not have suggestions for funding, however, and decreasing service seems like the only option unless funding is provided somehow.</p>
<p>Cutting service is harmful to the community, especially on those of us who can't afford a car or driving lessons. This will limit our options for work and leisure even further, since we'll be restricted to bus routes/times.</p> <p>Some of the areas where services are already low (such as in north Shoreline) will become even worse for metro commuters. Some people may not even have any way home if the buses there will stop running even earlier than they already are.</p> <p>Buses are an intricate and crucial part of some people's live and changes to the metro system could have very negative impacts on their well-being.</p>
<p>Buses are integral to keeping cars off the roads and cutting down on emissions. Also, one of the greatest things about living in a city is not having to drive a car. As the bus lines get cut, people become more and more isolated and those who can, will drive. Not really the point of living in the city. It's disappointing, to say the least. Let's cut costs on unnecessary things like the computerized speed limit signs on the freeway, or the really stupid computerized sign near the UW practice fields stating how long it's going to take to get through the Montlake cut...it's going to take a while during high traffic...done...no need for a sign.</p> <p>Hopefully the legislature will get their heads out of their butts and start putting money in the transit system aimed at those of us who get around the city the right way, via bus and train :)</p>
<p>It does not make sense to increase light rail and street care and take away the bus infrastructure to feed it.</p>
<p>I'm sure there are duplicative routes that can become more efficient however, getting into Seattle from south King county is not the easy. The drawback of taking transit from Kent is the late afternoon/evening service. The commuter buses and Sounder stop running right after 6 so if you have to work late, you have to take the bus that goes all the way around the city and takes you twice as long to get home. Cutting service just means I would have to drive that much more and -5 and 99 just can't take the traffic, it's horrible every morning AND afternoon. It may be different from those that are commuting into Seattle from different parts of the county, but it does not appear that there is a lot being done to appeal to the commuters who can provide you steady ridership, at least Monday - Friday.</p>
<p>One of the great things about moving to this city were all the options for transit. Unfortunately, because I choose to live in West Seattle, I do not get to take advantage of them for my weekly commute. A bus ride from my home to UW Monday through Friday requires at least one transfer and takes 30 minutes longer than driving. So, I use my weekends to ride instead of drive. Unfortunately, now that routes 21 and 22 will be deleted and 128 will be re-routed, I now have no option to ride a single bus line within West Seattle or from West Seattle to anywhere beyond downtown, and will have to walk 3/4 of a mile just to get to any bus line other than the C Line. Personally, I would rather pay more for a ride and have one then to not have the option at all. As a homeowner and a resident with a registered vehicle, I would even pay higher property taxes or higher car registration fees to accomplish this goal for the greater good of the community at large. It will be a tragedy if a person can not get around their own neighborhood or from their home to the top University in Seattle by mass transit.</p>

<p>Public transportation and higher education are two keys to a successful city. Metro routes are imperative to both in Seattle. Cutting routes will not only limit access to UW from many students and hence limit enrollment, it will also inhibit growth of the city overall.</p>
<p>Please don't cut service!</p>
<p>have management take a 15% pay cut</p>
<p>Metro needs a stable operating source of funds, it should be not be reliant on sales tax and instead should come out of the general fund.</p>
<p>Pass a transportation bill you dumb-fucks. You were elected, and get paid, to do serve the community. By not passing a transportation bill, you are doing the exact opposite, and you should be incredibly ashamed of yourselves and your co-workers. The whole "not funding metro" thing affects real people every day. Quit being assholes.</p>
<p>Fares should be increased in order for Metro to meet current demand</p>
<p>Our transportation system is already lacking compared to many other places in the world and in the country. We should be improving our services so that commuters and casual bus riders never have to worry about being able to make it from point A to point B. Getting rid of routes will make things harder for anyone who doesn't own a car, lives in a secluded area, and especially the disabled.</p>
<p>Reliable public transit is essential for livability and quality of life. Please reconsider cutting funding to metro transit. If buses are inefficient, crowded, and unpleasant, people will drive more often, increasing congestion and reducing quality of life.</p>
<p>Find a way! Transit is central to Seattle's long-term economic health. Transit benefits everyone, including those who don't use it but whose traffic is reduced because others use it. Urban transit even benefits rural folks indirectly, in the same way that rural highways benefit urban dwellers indirectly: through our shared economic links.</p>
<p>Every bus I get on is ridiculously crowded. I cannot remember the last time I sat down. I ride it to school in the U-District every day. It is always full and I can count on being refused entry at least once a week. Very frustrating, especially in the cold and/or rain.</p>
<p>Find a way to continue to fund transit. It would be disastrous to let these cuts occur (!). My votes during the next election will definitely factor in legislators' efforts regarding this issue.</p>
<p>As UW affiliated individuals pay for u-passes, 50% of service should NOT be cut going to campus.</p>
<p>I'm currently living in Queen Anne, but I'm a student at UW so I regularly use public transportation to get to campus. The UW provides limited shuttle service from SLU, but after business hours and over the weekend I have to rely on either the 26/28 busses to get me to Fremont/Wallingford for a connection, or 32 to get a direct route to campus. Since all of these routes are being merged with other routes and are having their hours cut, I'm afraid that I'm just not going to be able to get to campus when I need to. Public transportation is vital to running an economically healthy community and should be a funding priority.</p>
<p>Why would you cut services when people depend on metro services. Not to mention that this would directly effect the amount of fossil fuels emitted yearly. Does not make sense.</p>
<p>While I understand funding and budget concerns, I think it is pertinent to upkeep a decent public transport for the city. On one hand we are encourage to go green, be environmentally friendly, recycle etc. But on the other hand, reduction in public transport will only force everyone to buy a car each, contribute to carbon emissions and traffic congestion on the already congested Seattle roads. If the city is truly committed to being as environmentally friendly as it alleges to be, the city should find ways to decrease the number of cars on the streets and increase public transport</p>
<p>I can't believe you are going to cut service in an already underserved and poorly planned city. sad and miserable</p>

<p>Using Metro transit is one of the only ways I'm able to get around the city. As a college student I can't afford a car, not to mention the gas, parking, and insurance. I walk when I can and have a Car2Go membership, but most of the time it's more time and cost effective to take the bus. Metro transit is how I get to work, to class, to my clinical rotations as a student nurse, and to visit my family. It's how I get around to local businesses to invest back in Seattle. It's how I reduce my carbon footprint and make commuter traffic better for others (those 60 people on the bus with me add up to as many as 60 cars off the road!). I rely on Metro transit.</p> <p>I understand that services will be altered as part of the budget change. I would love to see routes streamlined and maybe run more frequently instead of getting dropped altogether. I hope you keep these sentiments in mind when making changes to funding for Metro.</p>
<p>Public transit is essential to a quality lifestyle, conserving resources and productive citizens.</p>
<p>Population density growth within Seattle has got to be matched with MORE public trans. not less. We should be setting an example.</p> <p>Avail of Seattle parking is finite. Encourage and subsidize public trans. for cleaner and better organized Seattle urban life.</p> <p>Don't Cut OFF the North Seattle area for Bus service. One of the last affordable housing areas with NEW grocery stores and increasing city population (NE 125th St corridor).</p>
<p>Yes, providing bus service is an absolute minimum standard for a city our size. Cutting bus service affects the people who can afford it the least, and we are already struggling to provide affordable housing and services to the many people who live here. Seattle cannot become a city that only serves the rich. In addition, we already struggle with traffic jams. Cutting bus service is the exact opposite of what we need to do.</p>
<p>I am graduate student so I do not have a set 9-5 work schedule.</p> <p>I may work until 11pm some nights and not come in until 10am on some mornings. If the buses were to be cut, I would have to wait longer to get home/to school. I already feel like there are very few East/West lines and I often times have to walk 15 minutes to get to the closest bus stop.</p>
<p>Yeah. Make one bus away official</p>
<p>Make me pay more taxes to fund better service. I don't know how palatable that is to residents, though.</p>
<p>At a time that our streets are becoming more crowded, and traffic is bad, and getting worse, with the exhaust affecting our breathing, especially during periods of inversion, it does not make sense to cut bus routes.</p> <p>There must be a way to fund this needed service. Although I don't really want to pay more for my car tabs, that does seem like a reasonable answer. State tab increases should just be in the counties that are affected. East of the mountains should not have to pay for our increased population problems. New large businesses should be persuaded to support transportation in their areas--suggest off-setting costs by "free" advertisement in exchange for subsidizing needed transportation in their physical area.</p>
<p>Taking the bus is the only affordable and reliable way of transportation other than driving a car, which is expensive and harmful to the environment. My family and I need the bus.</p>
<p>Public transit is a socioeconomic issue. The health of a community can be measured by the health of its public transit. Cutting Metro funding may not hurt the upper crust, but the regular people who bust their asses every week to feed their families - that's who will be hardest hit. I'm one of them.</p>

<p>You are cutting/changing routes that allow low income people and students with tight budget to move around the city, go to our medical appointments (downtown), and go the mall (Northgate). We do not have money to buy/rent a car and the bus is our only means of transportation, by cutting routes you are favoring the upper-class and excluding the lower class from certain parts of the city and services that we deem important to us.</p>
<p>I am a pediatric social worker at a local hospital that serves children and families from all over King County (as well as neighboring counties). I rely on Metro to get to my job every day and many of my patient's do not have transportation options outside of Metro to ensure they receive appropriate preventative care. Maintaining accessible, affordable, reliable public transportation options is a social justice and public health issue, not merely a "transportation issue"---these factors are all connected. I feel the community is responsible for ensuring that all people have access to excellent transportation via KC Metro. Thank you, Tara</p>
<p>If you are going to allow increased density by developers in places like Ballard and at the same time discourage parking (by not requiring or limiting the # of parking spaces in new developments) I think you should Tax the developers of these new projects (or add a tax on rentals?) that would go toward funding Metro.</p>
<p>As riders that use King County Metro Transit services often tend to be of lower income, cutting routes or increasing fares only hurts those of low income -- those that are already absorbing a disproportionate amount of the suffering resulting from the economic depression. To avoid further harm to the poor, I urge the elected officials to tax those that can afford to regularly drive. By developing a car tax or annual vehicle flat fee, elected officials are rewarding those that support public transit by not charging them an additional fee while simultaneously discouraging community members from driving. Fewer drivers could lead to emptier and, by extension, safer roads along with a decreased rate of pollution resulting from car usage. Create an annual flat fee, or build toll booths that charge individual cars for using the roads (and simultaneously create jobs)...Develop an income tax to require the wealthier to pay their fair share and help relieve the poor and middle class from harboring the burden of the economic downturn. But do not cut services or raise bus fares. Cutting services or raising fares makes the poor poorer and the rich richer. By choosing not to ask the privileged to share the burden of the results of the economic downturn--that stemmed from the protection of the wealthy--elected officials are making a choice to reinforce the unjust structures of economic inequality that originally lead to the shortage of Metro funds. By cutting and reducing routes while the wealthy in Seattle have more than sufficient amounts of funds on which to live, elected officials are choosing to support the far--too-long-ignored, yet glaring, unjust economic gap between the rich and the poor.</p>
<p>This logjam in Olympia is ridiculous. Funding Metro transit should be a priority! When buses become inconvenient, people will start driving again.</p>
<p>I am a graduate student at the University of Washington, where I work in the Biology Dept. I commute to lab from downtown Seattle everyday to conduct research and teach. These proposed cuts will make it harder for me to schedule my days to get the most out of training and will likely affect the quality of my teaching as I will be concerned with how I can get to and from the university.</p>
<p>As a student, when I want to travel off of UW's campus, it is very difficult for me to do so without using busses. If bus service is removed, it will very negatively impact my current situation as a UW student.</p>
<p>I hope the city will extend funding at current levels.</p>

<p>Stopping bus service for routes 1(after 7pm) and 2 will leave us and our children with long walks late at night. Queen Anne is becoming an increasingly populated area of Seattle (right on the route of # 1 there is a plan to add 66 units at the former Childrens Home as of 2016). It is simply not conceivable that an environmentally conscientious government will force us all back into our cars.</p>
<p>Rather than deleting an entire route, reduce the frequency of the bus. Use smaller bus more (if bigger bus consumes more gasoline).</p>
<p>Metro service is CRUCIAL to the economic well being of Seattle. Metro service is also a Social Justice issue. The only way this city can unlock its potential is to have comprehensive, inexpensive mass transit.</p>
<p>Do what you have to do to get more funding to increase service! The metro system is vital for Seattle!</p>
<p>Some people have disabilities that prevent them from walking long distances. Also, parking can be very expensive, so they choose to bus rather than drive. I sincerely hope we can keep the same amount of bus service, especially too and from the University District / University of Washington.</p>
<p>Bus service works best when it provides adequate coverage. When service drops below a critical level, riding the bus ceases being practical. Cutting service will force more riders into private automobiles and will further weaken bus service.</p>
<p>I am a heavy Metro user and a citizen of Seattle who owns an automobile that is registered in King County. I am provided a transit pass as a mandatory expenditure tied in with my tuition at the University of Washington, and I enjoy using mass transit daily to get to and from campus. I am also a military veteran and a student leader among this community on campus, so I have personally heard from my peers how transit cuts will impact them directly. We are willing to pay more for our annual registration of the vehicles we own in order to maintain the level of service that Metro transit is currently able to provide; without it, older student veterans will be disproportionately harmed by the routes that are cut, as 20 of them pass near our university. We are not authorized to opt-out of the U-Pass Program either, so we are no longer receiving the same value of service as what we originally were being charged, further adding insult to injury. Please find a way to keep our routes and the buses/staff to service them! -Tom Jenkins President, Husky United Military Veterans University of Washington, Seattle Campus</p>
<p>I would like for 71, 72, 73 and 74 to retain the same frequency of service.</p>
<p>Elected officials should get off their ass and do what they were voted in to do! The answer is not upping taxes and adding fees to car tabs. Get some new ideas or get out!!</p>
<p>Take better care of commuters; Seattle already has a parking and traffic problem, so make biking and busing the best options.</p>
<p>I moved to Seattle to live in a city where I could get around without a car. Cutting transit means potentially losing me as a resident and tax-payer to move to a place with better transit (i.e. San Fran). Moreover, public transit is crucial for improving our region's social equity and environmental responsibility.</p>
<p>The 48 line is already ridiculously overcrowded, and often unable to pick-up everyone on the curb. I've been left curb-side to wait 10-20 minutes for the next bus, which is also crowded. I can't understand why you'd cancel the 48X! For those of us going past 15th & 65th you've doubled our commute time.</p>
<p>*Please* do not cut transit funding. It's in all our best interest to continue funding public transportation. It reduces congestion, is environmentally responsible and is most important to those of us hit hardest by the recession.</p>

<p>Metro needn't be profitable to be beneficial to King County.</p>
<p>Instead of wasting funds on painting bike signs on the roads -- which are often useless, especially during rush hour -- use the money to subsidize public transportation. Bike riders should be encouraged to use less crowded roads. In Seattle, using a bike on the heavy traffic roads like NE 45th Street is extremely risky. I am all for bikes, but against giving wrong information to bike riders like implying that a busy road is safe for them to ride.</p>
<p>Many people are dependent upon Metro to get to work and school, to pick their children up from daycare and to buy groceries. Many of us have arranged our lives, such as purchased a house closer to work, enrolled our child in a preschool within walking distance of our house, so we are not dependent upon a car for our daily commute. Moreover the more people on the bus, the less people in cars.</p>
<p>At this point, I support doing what is necessary to keep service running at current levels or higher. I hope that long-term, however, a funding solution can be found that is equitable and doesn't rely so heavily on sales tax, since residents already have a very high tax burden. I know this depends strongly on the state legislature, and I do let my elected officials know my position. In the meantime, any cutbacks to Metro are a step back for the county, and should really be avoided.</p>
<p>With the cost of living expenses continuing to increase, affording a car just isn't an option for me. I rely on busses to get to school, work, an internship, and church. I have to plan my life around bus schedules and can only imagine how much more challenging this is going to be when there are even less options available. All this said, I know that I am one of the lucky ones because I can afford to live near a bus route (which is becoming more and more challenging) and I have commitments that have flexible enough hours that the busses work for me. No matter how evenly cuts are made, they will disproportionately effect people like myself and others who have less resources. I know that budgets make for tough decisions, but I hope you will consider this as you make your decisions. Please let people know how and where we can apply pressure in order to receive additional resources. Thank you.</p>
<p>I am disturbed to learn that both of the routes I use daily will be eliminated. The 25 and the 47 are the routes closest to my apartment in Capitol Hill. That and I understand that the 49 is being reduced. I have lived in Seattle without a car in an attempt to promote mass transit, but with limited options I may need to get a car in the future.</p>
<p>I'm appalled that Metro would consider deleting route 25, the service to Laurehurst. The suggested alternatives are very far from most of Laurehurst. Also it is an aging community that is going to need bus service more and more.</p>
<p>Funding metro service with a sales tax is both unfair and unjust. Economic declines and periods of high economic inequality are periods when people experiencing poverty rely most on metro service. Fluctuations in sales tax revenue result in more of us being stranded, unable to get to work, school or the doctor's office. It is terribly frustrating to get around the city, given that our infrastructure is built for people with cars. Those of us who cannot afford a vehicle are stuck with expensive, infrequent metro service. It is the responsibility of our elected officials to find a stable funding mechanism to support and expand (yes, EXPAND) bus service.</p>

<p>From what I can gather of the great number of changes, these service reductions are going to seriously and significantly impact public transportation around Seattle. This affects folks with less money more than folks with more money. I think that the regressive taxation system in Washington State is deplorable and is in direct opposition to our "progressive" region. I support an income tax for the state and a reduction or elimination of the regressive sales tax. This might even out funding for entities such as Metro that rely on public funding.</p> <p>I also advocate reducing salaries for County workers. County workers are the highest paid government workers in this area and I don't believe that we get the value for which we are paying. Also I think that it is ridiculous to end bus service before midnight. So now we are forcing drunks to drive home? Why don't we just go back to the 70s and combine the 71, 72 and 73 back into just the 7 again. Perhaps we should go back to the old red buses too. I know, let's just eliminate Metro altogether, then we wouldn't have to deal with all these poor people at all.</p>
<p>Seattle is a thriving city. To keep it this way, public transit options should be INCREASING, not decreasing.</p>
<p>Cutting metro service will cost this city so much more in the long run. Increased traffic, increased traffic accidents, over-crowded buses and stressed out people. We must find a way to fund Metro. Raise vehicle or property taxes. We're so close to a huge, several year long disaster if we cut bus routes and service. Let's avoid that before it happens!!</p>
<ol style="list-style-type: none">1. I can't believe that this is an issue. Effective public transportation is a right, especially for people living in cities.2. Not everyone can afford a car or should need a car. Seattle isn't a "green" city if cars are the only effective mode of transportation.3. The current transportation isn't effective. Funding for public transportation should increase, not decrease.4. There would be less drunk driving if people normally ride the bus instead of driving. There would probably be less car accidents too.
<p>Metro has NOT been demonstrating good 'stewardship' of their current funding.</p> <ol style="list-style-type: none">1) As one example I am noticing that the simple bus-stop 'schedule' posts that possibly cost \$500 installed are being replaced with bus-stop 'schedule' posts that possibly cost \$5,000 to purchase/install. Why in times of 'tight funding' is this activity going on? Please don't reply with "Oh, that's a capital budget" Metro Management needs to consider that from a 'rate-payer' perspective it's all money riders (and employers) pay for the entire package capital/operating,etc.2) I recall reading well over a year ago (and have not validated the comment) that Metro drivers were the SECOND HIGHEST PAID of any US Transit System. What ARE the facts?
<p>It should be cheaper and more convenient to ride the bus than it is now, not less. As it is, it is often more economical to drive a car - and much, much faster. This is particularly the case for people living and working outside the Seattle downtown core, for whom the lightrail, SLUT, and whatever trolley is planned for Capitol/First Hill provides no help. This is neither equitable, nor smart policy. The increases in fares and decreases in service over the past couple of years are completely ludicrous.</p>
<p>This will be a hardship for elderly citizens like myself and my husband. No weekend service! That's unreasonable.</p>
<p>The ease and availability of Metro Transit was a significant factor in moving to Seattle and attending The University of Washington. It is a valuable service that I use every day. I especially appreciate the express service and implore you to accept the new funding proposal. This is a necessary service that many of us depend on.</p>

<p>Raise Prices!!!! When funding from the city/county is not enough, It is better for people who value the service the most to pay more for it and keep it than reduce service for everybody because the Metro authority can not offer the service for politically correct prices.</p>
<p>Biggest issue with current service is that, with cutbacks, utilizing public transit becomes decreasingly feasible as increasingly long periods of travel time must account for increased wait times for decreased routes and further walking distances between stops/destinations. From personal experience and anecdotal history from friends and family, public transit is actually a preferred option, but becomes impractical due to decreased service. If service was more frequently and widely available, we would all much rather ride the bus that try to drive and park, but we are often forced to that option because no route goes within a 10 block radius of either destination or origin point, OR travel time (due to transfers, walking between transfer points, incompatibility between route schedules) becomes prohibitive.</p>
<p>Decreasing funding for Metro Transit and other public transportation is madness. My buses are always full and they come every 10 - 20 minutes between 4:00- 6:00 pm. Even if just the riders who take my bus between that time had to drive, it would negatively impact on an already over-burdened Lake City Way / Bothell Way corridor. If 74 routes are deleted, the traffic in this area could become unbearable. There are environmental concerns as well. How many more cars will be on the road wasting valuable fossil fuels sitting in traffic? As someone who does not drive, I would like to see Metro increase and improve service by providing more routes, especially east- west routes.</p>
<p>it is called INCOME TAX. fucking duh. even if it was imposed only in king and surrounding metro counties. it would fund metro forever more.</p>
<p>As a university student, I depend solely on Metro transit for transportation. With the current level of funding, it is still a pain to get anywhere (especially if going to Redmond or Bellevue). If anything, the bus service should be made more frequent and convenient to use, not less.</p>
<p>The idea of eliminating the #72 is very disturbing for me. I transfer to the #72 in LakeCity so that I can get to the UW Tower. The only other bus I can take to get me there from Kenmore or Lake City is the #372. But the closest stop is on Campus Parkway... a really bad, long and not necessarily safe walk especially in bad weather or when it is dark. Currently the #372 going to Kenmore at 3:38pm, is standing room only and remains that way until the Lake City Stop. If you reduce this route or even keep it the same it will be horrible if the #72 is eliminated. Those taking the #72 northbound to Lake City from the Tower, will have no choice but to take the #372. Please reconsider and don't eliminate the #72!!!</p>
<p>I think it is integral to provide funding for Metro transit; there are a lot of commuters who may live in areas where there are only certain buses that can help them get where they're going. Cutting these services not only will increase traffic because more people will need to drive their own cars, but also harm regular Metro bus users. For example, I see a lot of disabled or elderly commuters; are they going to have to walk or wheel themselves a much further distance to another bus stop because their main bus was cut? A lot of people (including myself) take convenient bus routes into account when choosing where to live. Cutting some bus routes may now strand people in a location they may have chosen because of the easy bus access.</p>
<p>Buses cut down on pollution, increase traffic flow (Seattle needs this), free up parking in downtown</p>
<p>The cuts proposed are ridiculous. Metro should be stepping up it's public transit, not turning bus rides into a sure to be hellish experience. Seriously, we're so far behind other cities and this is going to make the problem that much worse. We should be expanding bus service, building a Seattle light rail system (http://seattlesubway.org/ just saying), and using money to build infrastructure that matters. Our elected officials should honestly be ashamed of themselves</p>
<p>UW campus has 30,000 people. Cuts should be avoided that impact students and staff as parking is limited on campus so people rely on the bus to just "get on campus".</p>

<p>Please work to find a solution to Metro funding. I located within walking distance to Kent Station so I could avoid driving. In the last five years I have seen the fares increase while long-distance regional travel has suffered. Direct routes from Kent to Seattle (UW and Downtown) or Bellevue have all but vanished, making it necessary to do more bus switching, and these cuts make sense if you want to be more efficient by using more overlapping short bus runs. When all of those routes also get cut, then the model does not work as well, forcing riders back into cars to get to a bus, or significantly increasing travel times when riders are left at stops because the buses have reached capacity.</p>
<p>Seattle is a big city and needs to start acting like one. We need more transit, not less.</p>
<p>This is the most important service I use. It is important for connecting our community, and it is vital to me and my fellow students. We are working toward improving our selves and our community by attending UW. Please help us become productive members of the community by allowing us to get to school.</p>
<p>STOP wasting money on useless stupid commercials!!!!!! How in the world does any one believe some old lady knitting or haggling people while sitting in traffic will improve ridership - REALLY. FYI - buses sit in the same traffic, the difference is one can be productive or relax more on a bus then if driving, less cost and wear on a car, no parking cost...more ridership less traffic. Fire the marketing/advertising people, seriously cut that cost!</p>
<p>I am a student at the University of Washington who works two part time jobs, one of them in medical research, to further my education and pay for my tuition. Though I live in the U-district, the buses are my only form of long-distance transportation, as I do not have a car. After reviewing your proposed cuts, I am frustrated with the service reduction because I think that the metro services are necessary to college students not just at UW-Seattle but all over King County. Many of my professors and teachers also ride the bus. If you proceed with the proposed cuts, students, faculty, and staff will have even less transportation services than they already have (after numerous cuts in the last three years). Please save our metro system -- I've been in cities that did not support their metro system, and I think that these cities do a major disservice to their members.</p>
<p>College students are poor but still need to get around. Keep the buses!</p>
<p>Have more routes running across UW-Seattle campus!</p>
<p>I take 72 a lot as it stops in front of my house. If it's deleted it'd be really bad</p>
<p>If you want Seattle to be a green city, bus service needs to be more frequently used by the people who live here. Those of us who do not have cars rely on bus service to get to work and other places we need to go. It's ridiculous that every time there is a budget cut the first thing to go is public services.</p>
<p>If the proposed changes take place to the 26 bus, four members of our household will no longer be able to take ride the bus and will have to cancel our ORCA cards and start driving.</p>
<p>Cutting mass transportation is a VERY BAD IDEA. Bus and light rail should be greatly expanded, not cut. This is very short-sighted. Mass transit is good for the environment and the economy. It is infrastructure, and as such should not be expected to make a profit! We should join the modern era.</p>
<p>Bus service is vital so you cannot reduce the service. More people will then choose to drive and it will cause worse congestion on the road. I don't know how it can actually work but you can tax soda and candies (LOOOOTS of resistance) since those things are nice to have but bad for health and very unessential. ia m happy to pay more tax on candies and soda. I think it is fair.</p>

<p>Cutting bus service is regressive and counter-productive both for the long and short term. It is bad for the environment, bad for people with lower incomes, bad for the economy. It will make traffic worse and Seattle will become a less desirable place to visit, live or work. How could anyone think it makes sense to CUT public transportation services? We should be making every effort to INCREASE public transportation. It is a top concern of mine and should be a priority for the region. The region and every person in it, even those who will never ride a bus, will suffer if bus service is cut.</p>
<p>Metro is a truly important part of our city. Our bus services keep traffic down, serve our most undeserved citizens and help cut pollution, they are an intrinsic part of our city's culture. With an emphasis on green living, community, and being connected Seattle and WA has always been a unique vibrant place to live and cutting our bus service is like cutting away at the fabric of what makes us, us.</p> <p>Our transportation is literally the life blood that moves our city. Please PLEASE don't cut services. Perhaps we could apply for green energy funding</p>
<p>Public transportation needs to be subsidized to help those who cannot afford their own transportation. Increase the cost of license tabs if some of that funding can be funneled to public transportation.</p>
<p>Hello, staff, I am a UW student, and living near Northgate. I frequently use bus route 67 and 68. I received an email today saying that route 67 and 68 might be deleted from this september. My home is quite far from route 73 that you suggested as alternatives. Could you please re-consider on changing the bus schedule instead of just deleting both 67 and 68? It is even better to remain one route, either 67 or 68. No bus routes 67 and 68 will be quite inconvenient.</p>
<p>Metro transit is particularly critical for University of Washington students. Many of us do not own cars and rely completely on Metro transit to travel to school and work each day. Those who do own cars still rely heavily on Metro transit for travel due to very limited and expensive parking on campus and in the University District. Please continue Metro service from surrounding neighborhoods to the University!</p>
<p>If there was a easier route to get from Campbell hill to the University of Washington, I would ride the bus</p>
<p>I have been very impressed with the Metro system. I take the bus at least five days a week and frequently more and never have any problems. My life would definitely improve if I never had to drive again. I would be much happier if bus service to harder to reach places like West Seattle would increase rather than decrease! Raise taxes if you have to!</p>
<p>I commute Monday thru Friday from Shoreline to the University of Washington. According to this information all of the routes that I currently use would be deleted. As it is right now, especially in the afternoon, the busses are so full, it is standing room only. I really don't know what alternative people would have if these routes are eliminated. The university area certainly can't support parking for all the extra vehicles if people opted to drive.</p>

<p>One of the attractions of the city when I was choosing grad school here is that a car would not be necessary. Although most routes require some walking for me, right now it is relatively possible for me to get to and from both school and work using only public transit (usually 43/44 and 26). Cutting service will have long-lasting implications; it would likely increase already problematic traffic and raise crime rates. While ideally cutting late-night hours would lead students and other young residents to change their nightlife habits, it seems improbable that they actually will. Without a bus route home at night (especially the 43/44), students might take to driving under the influence more, and it seems likely that sexual assaults and muggings would increase as well.</p>
<p>Don't cut funding for Metro. Great cities need great public transit. Cutting bus service has many negative impacts and hidden costs; e.g., more cars, traffic, air pollution. Lower income people are disproportionately impacted.</p>
<p>With our ever grown metro area, traffic is becoming one of the central issues, and we should be EXPANDING public transit and other services, rather than decreasing them.</p>
<p>Yes, reduce the top executive's and manager's wages since they do not seem to be able to manage the service well.</p>
<p>Raise taxes please.</p>
<p>Seattle is already experiencing terrible car traffic. Decreasing the bus routes will clog the roadways even more. Our commute from W. Seattle to UW is over 50 minutes due to traffic. This is ridiculous considering it takes 25 minutes with no traffic. If we want to consider ourselves a green city, it's shameful that we can't find money in our budget to support the bus service.</p>
<p>I carpool to my job at the University of Washington, even though I work straight north of the UW. Right now the bus service would take me twice as much time as it takes to drive, and it's not convenient. I see the cuts you are making will just make this worse. Take the billions of dollars being spent on light rail that will have minimal impact on the transit problems in our city and increase the bus service. Don't disenfranchise the poor and low wage earners of our city any more than they already are by taking away their only means of transportation.</p>
<p>I hope businesses and government offices are paying full fare for their employee bus passes. If not, that may be a source of revenue for Metro. I think we are beyond encouraging people to ride the bus by providing reduced fares. Now, it should be a matter of convenience with adequate bus service. Gas prices and parking rates are enough to encourage people to take the bus; a reduced price bus pass is not necessary.</p>
<p>The more bus routes available and buses running with higher frequency induces people to ride buses. People that ride buses don't drive their cars (if they have cars). Fewer cars results in less congestion on the roads. The opposite of the above will hold true, so the alternative will be to expand the size of roads and numbers of lanes, or reduce the number of people, or reduce the number of people wishing to be transported to work by eliminating their jobs.</p>
<p>I work at UW and ride the bus to work. I don't own a car, and therefore use the bus fairly regularly on the weekends also. It would be great if you could at least maintain the current service. Any increases would, of course, be helpful.</p>
<p>***they need to find the courage to raise taxes*** to maintain the adequate bus system we have. reducing service starts a hopeless spiral of lower and lower ridership. increasing service does the opposite: more people ride when buses are available frequently. politicians talk about bicycles as if they will solve our local travel problem. What about older people who cannot use bikes due to increased danger of bone injuries? BUSES are the answer. I expect to rely on bus service heavily after i retire from work, and worry that the Metro system will be destroyed by underfunding before then.</p>

<p>I rely on Metro transit to be able to live my life; cuts to Metro service will severely curtail my ability to go to work, access health care, purchase groceries, access affordable housing, and visit friends or participate in life around the area.</p>
<p>I take the Route 372X from the University District all the way to Woodinville two times a week. It would be a great hardship for me if the 372X route were to end at the Bothell campus.</p>
<p>Please find a way to invest in increasingly good transit service in Seattle. Without this, our air and environmental quality will degrade.</p>
<p>The current bus service is already insufficient to meet a geographically challenging city with a booming population. Cuts to service would make this area's commutes and overall accessibility even worse. I oppose the cuts to transportation. Instead, we must improve this invaluable resource to make the city more accessible for all, in the most efficient manner possible.</p>
<p>Even if you do not directly use metro bus transit, you benefit from it every day. Buses dramatically decrease the number of cars on the road, alleviating traffic for everyone. They keep drunk drivers off the road, cut down on carbon emissions. Being a student at UW, I use the buses almost everyday and the thought of such cuts worries me greatly. Thousands of students without cars or other reliable forms of transportation rely on metro to connect us with the rest of Seattle and the surrounding areas.</p>
<p>Please find a way to continually fund Metro transit, so we don't have to keep going back and fighting cuts every year. I don't mind paying more through taxes, as long as the service keeps running.</p>
<p>I am a white-collar professional with a six-figure household income. We are a one-car family. We can certainly afford a second car, but I'm environmentally conscious (we own a hybrid). I choose to travel by bus because it saves energy and is good for the air, but because it's convenient. I use the bus not just for my commute but to attend sports and entertainment events and to do downtown shopping. The money I'd spend on parking is more than covered by the cost of the bus. If bus service is cut, I'd still take the bus for my commute (I see rush hour buses are less affected by the cuts), but I'd probably drastically cut my entertainment and shopping travel. There are many, many people who, like me, use the bus to spend money at shops and events. I can guarantee, whether they themselves know it or not, that the downtown economy will be greatly negatively affected when these service cuts are put into effect.</p>
<p>Bus service to my Arbor Heights neighborhood has been severely impacted by the recent service cuts. The proposal to eliminate Route 22 would almost certainly mean that I would not be able to commute from my home, but would have to drive to a nearer bus route and park in a neighborhood. I have noticed an increase in the number of people doing this, which causes a hardship for the neighbors. Also note that I no longer shop downtown since I cannot get a later bus to my neighborhood, only the commuter 21X which stops after the evening rush hour. This has an impact on downtown retailers.</p>
<p>I work at UW Hospital. Many of our staff and patients rely on Metro transit to get to the hospital, rain or shine. Cuts to Metro would substantially increase the commute burden to hospital staff, (who have limited parking options in the area), and patients, who would have to battle through increased traffic in the UW / Montlake corridor. My 3 mile commute already takes upwards of 30 minutes due to high traffic - cutting bus service would make access to the hospital a major challenge for many people.</p>
<p>It is getting more and more difficult in seeing Metro as a viable alternative to driving in the car since all of the cuts have happened in the last few years.</p>
<p>It's amazing to me that service cuts are considered on routes that are full on a daily basis. Perhaps administrative salaries should be cut before cutting service routes.</p>

<p>It is an essential system. Not only do I think service should be increasing, it should be modernizing. Take a look at that UPS/FedEx case study where eliminating left turns saved billions.</p>
<p>I hope you get funding!! Seattle needs its buses!</p>
<p>I am very concerned about the removal of the local route #28, which provides rides to the public from downtown Seattle to Broadview. This bus services 8th Avenue Northwest to workers, students, etc. You are replacing this local bus service of #28 with the #28 Express but at very limited time.</p>
<p>Find ways to get people of the road with tax increases: 1) Increase gas taxes. 2) Increase automobile purchase taxes 3) Increase registration fees. 3) Increase costs of driving automobiles in any way possible. If Seattle wishes to function as a city, it is essential that traffic is mitigated. Any deterrent to single-driver automobiles is necessary. All funds raised should be funneled towards transit (especially building of subway lines), bike-lanes, bike co-op services, etc...that is, any alternate forms of transportation. While I have a car and drive when I have to, I WOULD NOT DRIVE IF GIVEN A CHOICE. Please give me a choice.</p>
<p>If they do not come up with a plan for more funding for Metro, traffic and congestion will increase</p>
<p>Metro needs to increase bus service in order to invest in the county's transportation system. Public transportation is a public good and we need to intelligently use resources wisely. The bus system should be a top priority.</p>
<p>Decreasing Metro service will hit our poorest families the hardest.</p>
<p>My bus (66 or 67) to the U-District, which I take to and from the UW, is full everyday. I cannot conceive how you will eliminate these two buses. Now, sometimes during the busy times, there is standing room only.</p>
<p>It is CRAZY to reduce bus services at a time when, out of the other side of their mouths, officials are asking us not to drive, taking away parking, and making the remaining parking vastly more expensive--and in an era when global warming is such a huge concern. Where I live you are eliminating three routes: 5X, 48X, and 28. This leaves me 5 and 48, really, for commuting. And this is why I carpool. When I lived in Fremont I was a bus-rider who almost never drove. Now that I live in Broadview, I have been forced to become a driver who uses the bus less and less, because it's too hard to get around, and the amenities aren't sufficient for the bad weather months. Great bus service should come along with a great city. Are we progressive and eco-minded, or not?</p>
<p>As of now, I benefit well from the services. Since I arrived in America in 1980, I have been taking buses. I don't own a car. I travel to 2 jobs everyday and commuting is better than driving because taking car requires me to find parking in downtown which is a tremendous amount of parking fees. I hope to have the routes in Magnolia be retained.</p>
<p>Please don't cut the bus services, they are crucial in this city. I will absolutely vote as needed to redirect funds towards improved public transit.</p>
<p>An optimally functioning Metro bus service needs to be in part subsidized by government, i.e. the public. The benefits of mass transit serve the entire city environmentally, socially, and practically. An under funded service leaves more people on the roads in a city that was not well developed for road expansion. Over the years, the Metro service has declined enough to lose riders who would otherwise use mass transit as their primary means of transportation.</p>

<p>Cutting any of the buses around Seattle will adversely affect my commutes. it is hard enough to find a seat during the day, and by deleting bus routes, the overflow will make it impossible to find a seat. I ride the bus 6-7 days per week, both for my job and my schooling. I need the buses to stay in operation at the current, or at increased routes. I understand the need for budget cuts, but would suggest that cost cutting measures be taken (such as using flex fuels and electricity in order to cut gasoline costs.)</p>
<p>Less or no money for Sports Stadiums!</p>
<p>Cuts to metro will force more traffic onto our already crowded streets and highways and have a huge impact the low income families in King county. Many people rely on Metro to get to and from work, school, the stores, etc. If anything we should be looking for ways to increase our public transportation efforts, not cut one of the biggest public transportation methods in our county. In particular cuts within Seattle proper will have a big impact on families, traffic, and our commute times.</p>
<p>Reducing service is going to discourage riders from using public transit, and further reduce funding. You guys are making a mistake....</p>
<p>Buses are an essential form of transportation in this city. Further funding would be a really harsh measure and increase commute times to work (with added car traffic).</p>
<p>I'm fed up with the service that we have now. It takes too many buses to get to work - from my house in West Seattle to the U.W. Medical Center. It now takes 1.5 hours each way to go 12 miles. Unacceptable.</p>
<p>The evidence is clear that the most effective approach to reducing traffic delays is improved public transportation. These investments help everyone---not only those riding the bus or train, but also those in cars surrounded by reduced traffic. Funding for Metro transit should be raised not reduced, as the increased car traffic will hurt everyone who tries to move around King County (as well as adjacent counties).</p>
<p>Transit cuts would just clog our streets and highways with cars! It isn't even as though this would be a tax increase - all we are talking about is a change of modes of collecting taxes from sales tax to a more direct tax.</p>
<p>If you cut service then I can tell you right now that I will be driving more and taking the bus less which would mean less money for bus service. I will not take the bus to sporting events downtown anymore because the route is scheduled for major modification and I am not going to make two or three transfers where it used to either be a direct route or one transfer. I am willing to pay more, 25 cents each way if I have too, but if you proceed with the plan to cut or modify routes then plan on getting less money from me and many others.</p>
<p>Funding Metro transit in Seattle is essential. It reduces the number of the cars on the road which reduces traffic and reduces road emissions. Please increase and improve Metro transit service to increase the number of riders.</p>
<p>I use my UW for travel</p>
<p>Rodney Tom, you should be ashamed of yourself.</p>
<p>ON the 70 routes in the U district, it seems the buses would be less full if they came every 10 min or so versus 2-3 at a time every 15-20 min</p>
<p>yea, combine the two bloated administration overlap between Metro and Sound Transit. That is a waste of your money. Metro was here first and was doing a good job. Why isn't Sound Transit needing money (oh yea, that will come next year). They use y'all's drivers, hike up their rate to use y'all's drivers.</p>

We see buses running that are not at even half full, let alone totally full, both around town and on I-5, from close to the Canadian border to the Oregon state line. It would be nice to see the buses and routes better managed. I think the funds need to come from business and or individuals who use the buses themselves. The burden should not be placed on individuals who own and drive and maintain their own vehicle. We buy gas = tax, we pay for renewal of our tabs = more fees, we purchase our vehicles = more fees and taxes, now we have to pay more taxes or fees to provide more reduced or free rides for those who don't pay any of the personally owned vehicles, I don't think that is fair. How about fees and taxes for those who ride bicycles, they use our streets, they don't pay any fees or taxes, how is that justified? When was the last study done to see how each bus route is being used, are all the buses being filled? We all make different choices, for those who choose not to purchase a car, I'm sure there is a great majority that do so based on the expense to own and operate one. Why should they if they are allowed to ride on the tax payers back? Seniors can not continue to be placed in a situation of ongoing taxes for services we do not use. Charge more to transport trucks who use our streets far more than we do. Charge those who ride bicycles who use our streets, charge the big cooperations who have goods delivered. There has to be other ways then continued taxes and fees. Along with other increases such as utilities, food, medical care, phone, internet, cable, phone, gas, water, electricity, school levy, etc..this is just too much. I belive we all have to budget better and consider those who don't work any more and do not have the extra income to keep up with it all. Please give us a break based on adjusted gross income, other wise, we will have to join the pool of individuals who will have to ask for low income housing, foodstamps, medicade, free phone, discounted cable, internet, etc.

There is plan to eliminate route 244. I have taken this bus almost every day for the last few years, even when it used to be 644 and used to take 405 instead of Willows. This bus is actually crowded at the times I have taken this bus. Usually it is ridden by Microsoft employees and they tend to take the bus later in the morning and later in the evening. If the intention is to eliminate waste, instead of eliminating the service altogether, we would want to reevaluate the times this bus runs. Making it run later and canceling the earlier ones - both morning and evening - would be ideal. This will be useful from point of view of discouraging car use and keeping traffic on 405 lower, while also keeping your services cost effective.

Please keep the 238 bus to the Kirkland transit center! I have no other way to get home!

Buses are VERY crowded, so much so that they bypass would be passengers and do not stop at the last few scheduled stops. This is as of 1/31/14. This will only increase if more routes are cut and/or run less frequently. I have an employer that relies on me to be able to meet commitments of being to work on time/prior to the start of AM meetings, as well as a family that relies on me to be able to get home at a reasonable time. If this trend of bypassing passengers continues, and no other public transit alternative is available, I have no doubt that commuters will be forced to drive to downtown Seattle to avoid risking being late to that 8:00AM meeting. This will obviously add to the congestion on I-5 and in downtown, not to mention the added carbon dioxide to the environment. To the extreme, I think reduction in easy access, affordable public transit will hinder the City of Seattle's ability to grow economically. I think there will be added costs to businesses and the city/state in the form of lost revenue.

The Metro provides a safe, reliable service for people of all economic situations. Please cut the budget in any other way.

<p>Public transportation is an effective way to give people the opportunity to get to jobs, volunteer, shop, and spend money on entertainment, etc. It is also an extremely effective way to help decrease traffic in our ever rush-houred city, and lessen our impact on the environment. Many people rely on Metro to make it to their work, and taking away these essential public services, or making them so unwieldy and commutes so time consuming only serves to poorly impact the city of Seattle and King County as a whole.</p>
<p>Before you institute a 400% increase in car fees, (\$20 to \$100), increase the user fees to fund 50% of metro costs! Those who use it should pay for it!!!</p>
<p>It is good to see that service will be restored to MLK via the 106. I do not see any bus service going into the bus tunnel. Also, I do not see any express service downtown apart from the 9X. I have lived in South Seattle for more than 20 years; I used to use the 106, 42, 48 regularly to travel downtown or to the UW. I travel to UW daily for work. This location is challenging at best either with public transportation or by car. I am a huge fan of light rail / rapid transit having come from Chicago but without dedicated parking at the Othello station, such as at the Tukwila station, I do not use it for my daily commute. I realize this is under the domain of Sound Transit. I look forward to the completion of the UW links but until that time I see less and less opportunity to utilize Metro public transit.</p>
<p>Cutting the 193x that is subsidized by the medical facilities in Seattle ie.. Swedish, pac med, harborview, virginia mason and minor and James will just make it more difficult for medical personnel to get to work. I think u will end up with less riders and congested streets and freeways as people feel safe on the 193x and have been taking the same bus together for years and do not feel safe on the 150 and certainly not safe on the 3 or 4 (the drunk) buses going up the hill.</p>
<p>Don't cut bus routes to Bellevue College. If anything, you should be increasing bus service there. Many students want to take the bus but there's a lack of direct access.</p>
<p>All we hear from Olympia is "need to reduce traffic, need to pay tolls, need to use Metro. Now we hear Metro is cutting routes because there isn't any funds. How can people plan their trips, travel, and school when their only means of transportation is threatened and Olympia is sitting on their hands with their ears closed. Yes, there does need to be a balance but we are talking about people's freedom to move from point A to point B for work, education, doctor's appointments, grocery shopping. There is definitely a trust issue here. We trust that the services will be available because we are told they will be. Where is the "show"?</p>
<p>I think the lack of funding for Metro transit is appalling and does a serious disservice to our community. This disproportionately affects those of us who are most vulnerable. Not only should funding NOT be cut, but we should be increasing funding.</p>
<p>I AM A BELLEVUE COLLEGE EMPLOYEE WHO RIDES THE #245 & #271. PLEASE DO NOT CUT MY ROUTES TO WORK AND MY TEENAGERS ROUTES TO SCHOOL AND BC!!!!</p>
<p>I don't! Tax drivers more. Not sure - you've already increased fares, cut bus routes in half (at least for me), parking when one does drive is jaxed up along with hours. Transportation is such a problem in this city. I primarily commute by bike, foot or bus. The buses I take are packed.</p>

<p>Hi, King County Metro have been taking the bus for about a decade now. many of my peers have been using the services to provide for their families. I chose to use the services that metro provides to help in advocating a more green energy efficient mode of transportation. I do not want to have to get a car to get to and from places. I looked on the list of cuts and many of the routs on the list are standing room only already at certain times of the day. If people have to stand and there are no seats then shouldn't there be more buses running? Many of the buses on the chopping block are used to bring people to and from park and rides. When I am in a car it is challenging enough to find parking on the street. If more people are forced to take a car than the bus it would make a major shift in not helping to boom the economy. If people can not park or take a bus some place to buy things it will make more local business shut there doors. Isn't it better also to have people that go out and drink to not drive? Being able to take the bus to and from a bar is much safer and less of a risk on the safety of other drivers. Many people in Seattle are green people that want to help the environment and chose to not drive. Please do not cut many of the bus routs that do have patrons on them that want a better tomorrow for the next generation by having an ozone layer. Thank you for reading this plea to keep all of the routs running the way they are. Sincerely,Loyal bus rider</p>
<p>I don't own a car. I am getting older. I think at some time, the distance that I will need to walk to catch a bus and or the amount of time that I would need to invest in making multiple transfers may become prohibitive. I think that it is possible that I will not be going to Northgate or Downtown to shop. I think that perhaps attending theater productions downtown will not be as much fun since I will be faced with a long wait for a bus in the evening and possibly a long walk to reach my home.</p>
<p>use corporate income tax. no more fare increases, sales tax increases, vehicle tab increases, private property tax increases. no more regressive taxation... get a clue.</p>
<p>Please keep service levels stable. Rush hour bus rides are already crowded. Disabled services need to be continued.</p>
<p>Please do not delete the 66 express route. Me and many others depend on this bus to get to work. Other bus routes like the 41 to the convention center is consistently packed like a can of sardines. On several occasions the bus will not even stop because it is too full. Cutting out these buses will make the other routes even worse.</p>
<p>I would like you to keep the 179 from Twin Lakes Park in Ride to Seattle since in that area I would have to take the 181 transfer and take a Sound Transit to Seattle. I know that it a commuter bus and it only runs specific times but if you cut one trip from FW to Seattle it might help. I know that people count on that 179 since then they can not have to transfer so many times. Where I live I am limited in my transportation options and if you cut this that is one less option. Thanks</p>
<p>It is foolish and short sighted to cut back on mass transit. Many parts of our personal and collective lives will worsen. More cars on the roads will increase oil use and pollution to the air and waterways, further degrading our environment, including climate impacts. Low income persons, people with disabilities, and families will be disproportionately impacted among the many who will need to find alternate transportation to work, school, daycare, medical appointments, etc. People who have the means to drive cars will find intolerable road congestion.</p>
<p>Bus service helps everyone, even the dumbshits who chose to live in the suburbs & drive to work. (Without busses, everyone on a bus would be driving to work, too, making traffic & parking that much worse.) Busses are green. Jeez, I don't even own a car because I can take the bus. Cutting bus funding is stupid. Everyone in America, not just Seattle, should be using busses more, driving less. I know it's not Metro's fault.</p>

<p>If Metro Service continues to decline I will be forced to drive more often. Buses are already at a standing room only level without cancelling many of the buses going to and from Federal Way. Being forced to wait through multiple buses arriving (which already happens from time to time and will only happen more with lines being cancelled) will make this commute even more of a pain and increase the likelihood of me driving.</p>
<p>Don't cut the buses, they're awesome. And already crowded enough as it is. -Jake</p>
<p>Metro public transit service is crucial to a metropolitan area like King County. We are growing but seriously injuring our economic and social well-being if we lose transit service. Misguided cuts in public funding have threatened many of us -- of all types and income levels -- for the difficulty, extra time, extra expense that will be required of us if we lose our buses. Neighborhood and downtown will suffer! Business people need to hear from us that we will be less able to get to their stores and offices! And they need to pitch in to support public transit. Every significant world city has public transit -- most city residents, even in poorer countries, can rely on public transit! Stay in the game, Seattle.</p>
<p>I rely on the bus system to get me to work and back in a timely fashion. Cutting service would impact me and many others like me. I would like to see the routes increased and a better wireless internet system on the busses.</p>
<p>Obviously, it is not a viable option to slash service as has been proposed. In addition to going after more funding as is on the table, I do wonder about services that are, or seem, "marginal" in terms of cost spent for service provided. E.g., I'm curious about Access. Given the existence of the taxi scrip program for low income disabled individuals, I wonder about the cost-effectiveness of these two programs in terms of how many are served for what cost. Also, is there another way of organizing Access so it is more cost-effective?</p> <p>I know everyone wants their service and options retained, but I have to wonder about late night runs and/or runs in rural areas that are not well-utilized. The 5X that I ride daily is always standing-room-only, often uncomfortably so. I would have trouble seeing this service eliminated if buses elsewhere are running less than half-full.</p> <p>I know you have staked a lot on the A, B and C lines, but many of these are pretty empty, not to mention are a total pain in other ways, but that is another story.</p> <p>While I have your attention the 5 local in the morning is OFTEN earlier than schedule and earlier than indicated on One Bus Away. PLEASE do what you do WELL, before you stop doing it:-)</p>
<p>Decreasing D.A.R.T. routes, used by the handicapped because they are not profitable is an irresponsible approach for the community's welfare.</p>
<p>the b-line etc. busses planned in times of high economic prosperity but implemented during the downturn show me that metro officials are out of touch. we need people who can plan, but change plans when economic conditions warrant it. Many people rely on the bus. Metro officials should be required to commute using Metro so their interests are aligned more closely with riders. Same for bus drivers who routinely skip stops that have people waving for them to stop and make a pickup. Metro is a service. The service operators need to be trained on that.</p>
<p>Please pass the transportation benefit district that Executive Constantine proposed so that we can stop bus cuts!</p>

<p>This is NOT just a small cut in a few routes, it is a major problem that will directly effect the livelihood of many Seattle's (and surrounding areas) residents, communities, and businesses. Cutting service by the proposed amounts would devastate communities in many ways, providing little to no options to some who rely on Public transportation for work, transport to medical service, community events, schools, and more. Car Traffic in Seattle is already bad, and many people have given up owning cars and paid to rely on Public Transportation for the convenience and benefit to the traffic problem, and to reduce environmental impact. If cuts must be done, they need to be better planned. eliminating night/weekend service for many routes is a ludicrous move, and deleting the proposed 74 routes is outrageous</p>
<p>Fundraising options?</p>
<p>I have been riding metro buses for 25 years to commute to work five days a week. It's never been this crowded and it's never been to hard to get ON the bus. I currently ride the #41 to downtown Seattle, where I work. I have changed my work hours three times since we bought our house in June 2012. Between 3:30pm and 5pm weekdays, it have been able to sit on the bus 1 out of 10 rides. That is once every two weeks I get to sit down. More importantly, 1 out of 5 days a week, when my bus comes to my stop at the convention center proceeding north, the bus is too full to accept any more passengers. To be clear, there are people standing in the aisle all the way to the back of the bus and they don't have very much room to hold on to anything. I have a permanent injury to my right foot, but otherwise I am able bodied. Still - if I can get on the bus - standing means a painful ride to 125th Ave. I have tried walking to other bus tunnel stops and the outcomes have been similar. I have also tried taking slower bus routes, like the 316. But, I would need to change my work schedule again. Please count the number of riders on 41 buses!! They're big numbers! Please add buses during horrible peak time.</p>
<p>Please make it much, much about safer.</p>
<p>I am a senior citizen who depends on public transportation as my main and only means of transport. Proposed cuts and route adjustments to DART routes 914 and 916, will greatly impact my ability to remain mobile. Yet, I see the impact it will have is far beyond how it will affect me as an individual! While I understand about budgets and the need to economize, in my seventy years of living, I have learned that some decisions made in the name of economy can in years to come prove to be a serious if not a disastrous mistake. The decison to cut services to public transportation at this time, in my opinion, has the potential to be a major mistake! It can negatively impact the economy by locking out a segment of the population, those who can least afford it. It will do this by curtailing many opportunities of employment, thereby creating a growing class of underemployed or chronically unemployed individuals and families.</p>
<p>It is vitally important for all people to have access to public transportation. There are numerous important reasons to expand public transportation rather than cut it, but the number one reason: less time stuck in traffic. When people spend less time on the road, they are able to spend more time exercising, cooking, spending time with their children, visiting their parents, improving a skill, and any other wide number of things.</p>
<p>If you make the proposed cuts to metro service, i will loose both of my jobs unless I buy a vehicle (which I can't afford at the moment). I need reliable transportation throughout the day and not just at peak times. I have already seen past cuts drastically impact my neighborhood, I've had to roll with your punches, but these cuts are more than I can bear. Please, if I am forced to buy a car, my paychecks will dwindle even further on gas, insurance, repairs...I'm barely getting by now. Metro is the fine thread that is holding my life together. DO NOT CUT ME OUT!</p>
<p>Work on solutions from the state legislature to allow King County to tax themselves with a progressive type of tax. If they won't act, follow Plan B.</p>

<p>Public transportation is necessary in growing cities to reduce pollution, traffic and oil consumption. Every bus I take every day is at full seating and standing capacity. I think some routes should be cut and other routes increased. Please don't take away my transportation to work.</p>
<p>Raise Fares. Is the #50 (if you change #5) going to go DT and on as #5 to Phinney & 55 & Shoreline so I can get where I need to go?? I cannot believe you would even consider for one minute changing my wonderful bus #21! I use it daily. (Then comes of 30th & Roxbury direct Downtown). And each Sunday to Church as Phinney & 55th by the 300. To downtown it's only 10 min more than 'C' & 'C' does not stop downtown when I have to go. (3rd & Madison on P.O. stop Union & 3rd). Also #21 stops near train station. It's bad enough you took away our #54 - Also the changes I don't go downtown to church get bus 30th & Roxbury & transfer to the 'C' Bus on Barton & 35th just to get to the W. Ave. Junction to go QFC to grocery shop on go to Senior Center (unreadable) (using #128 and 50 to get there) I can only walk no more than 1.2 block so better (unreadable) nor worse is very essential. Don't know why on bus that is so totally used & full by the time it hits 35th & Avalon would even be in your intro (unreadable). Finally think about us and find people in your office who use the bus daily. West Seattle not all the others who never ride a bus and don't live there.</p>
<p>Reducing Metro buses in West Seattle hurts seniors!</p>
<p>Raise the fare - Run the #22 Bus every 2 & half hours after peak hours why not tax bike riders They use bus run's They should have to pay license fees Also electric cars should also pay what are people that do not drive can't walk distance going to do? You as a council must save the bus lines in West Seattle</p>
<p>It is appalling that millions are being spent on the street car system from pioneer square to Capitol Hill when so many people will be affected by the cancelled/changed bus routes. We need more public transportation to help our city and our people thrive and to keep cars off the already congested streets. Eliminating/reducing routes is a disservice to Seattle and the people who call it home, many of whom rely on public transportation to support their efforts to be meaningfully contributing members of the greater Seattle community. I am embarrassed that the city in which I live cannot prioritize such an important use of tax dollars.</p>
<p>People need transportation! It is ESSENTIAL. We need more services and reduced rates. The world is getting expensive! :(Seattle needs to stay as accessible as all the other big cities.</p>
<p>you all suck</p>
<p>Metro Transit provides services that directly effect the livelihood of many Seattle's (and surrounding areas) residents, communities, and businesses. Cutting service by the proposed amounts would devastate communities in many ways, providing little to no options to some who rely on Public transportation for work, transport to medical service, community events, schools, and more. Car Traffic in Seattle is already bad, and many people have given up owning cars and paid to rely on Public Transportation for the convenience and benefit to the traffic problem, and to reduce environmental impact. If cuts much be done, they need to be better planned. eliminating night/weekend service for many routes is a ludicrous move, and deleting the proposed 74 routes is outrageous. reducing frequency of routes during daytime non-peak hours would be a good start if a cut did have to be put into effect.</p>

<p>Congestion pricing. It works in London. Most people who commute by bus also have cars. If bus service is cut, they will drive. Congestion will become untenable. Introduce congestion pricing for vehicular traffic and expand, rather than cut, transit services. Increase transit taxes on developers. Right now there is a wave of residential housing development downtown where future residents will likely be using transit in keeping with their decision to lead an urban lifestyle. If we build housing but no infrastructure to support it, we will have a gridlocked city of inefficient ugliness. Another wave of microhousing is simultaneously washing over areas like the U District and Eastlake. There is little parking in these developments (4 spaces for upwards of 50 units at 1823 Eastlake Ave E) so presumably residents are expected to use transit. If developers can get away without providing parking, they should at least contribute to the transit burden to which they are adding.</p>
<p>Congestion tax on city (cbd) drivers such as in London and other cities.</p>
<p>In most metropolitan areas, there is convenient public transportation to various cultural institutions. I live in an area where many of the residents frequent cultural events at Benaroya Hall and the Seattle Art Museum. For years, it has been so easy to take the bus from Capitol Hill to these venues, even in the evenings. Now, without service along First Avenue for the #10 and the #12, one has to wait at Fourth and Pike or Second and Marion for the return trip to Capitol Hill. Neither of these stops feels safe at 10 or 11 at night (for a woman, at least). Therefore, I, for one, have reverted to taking my car downtown more and more for these events. I clearly will have to rely on my car even more if the proposed revisions take effect. I fear that these cuts will make people stop using the bus altogether in some areas. If public transportation ceases to be convenient to those who need and use it most (such as senior citizens), I suspect people will either drive themselves or take taxis - or stay home.</p>
<p>We elect people to budget our money. Do your job!</p>
<p>Instead of placing the tax burden on every household in the state or county, the burden should be on business with more than 1000 employees, like Amazon, Microsoft or Boeing. Why do we continue to encourage those types of big businesses to invent their own transportation for their employees (Microsoft) or provide no public transportation alternatives for their employees (Amazon and Boeing). The tax burden should be solely on big business. The majority of bus riders are low to medium income folks with limited funds and even less time to get to work each day. Let's be forward thinking and shift the burden to those that can afford to contribute to their community and county.</p>
<p>I am willing to pay more taxes for better transit. We need to keep doing things to get people out of cars - bridge tolls, higher parking, etc. But in ways that aren't counterproductive, like the UW raising their parking rates and instead of getting on the bus, their employees park on the Montlake streets. Also, it is very important that service reductions not be made in such a way that the bus drivers are penalized - have their breaks eliminated or shortened, made to drive faster. leading to increased accidents in order to meet schedules.</p>
<p>We need to increase bus service not decrease it. Funding Metro should be our first priority to get people out of their cars, or for people who don't have a car.</p>
<p>It's incredibly disappointing to hear talks of service being further reduced in Seattle while population growth and traffic apparently continue.</p>
<p>You want increase in ridership but you are making it hard to do, even from the Alki area. Why aren't you requiring more from the developers that are replacing single family homes with these multi units? The city council are not requiring developers to supply sufficient parking, but if there are no buses that run on close schedules you will never get the proper funding and the tenants of these units will buy more cars for their transportation needs. Coopstrom@gmail.com</p>
<p>Busses should be more reliable by being on time.</p>

<p>The proposed changes that affect all the Seattle routes should not be done. Money to keep the service must be found and actually needs to be increased with more service if we are supposed to move more and more toward using the car less and less.</p>
<p>Don't cancel the 4 or 27 lines!!! Heavily used and critical to the Central district. Also, if you can do anything to stop the ridiculous 23rd ave greenway. It's Ridiculous, and will destroy traffic.</p>
<p>We need more transportation not less.</p>
<p>The funding statement implies funds will be used for bicycle projects. How does this help meto bus service? This is pork added to the funding. I will not vote for any funding that includes bicycle projects when the money is mean to be used for metro bus transportation.</p>
<p>For Vashon Islanders, the charge for taking a car across on the ferry is very high; thus we need buses, both 116, 8 and 9 and the C buses. Personally, I have found that having a C bus come at least every 15 minutes on weekends during the day means that I am much more apt to go to Seattle than I was when the old 54 came only every half hour. I HOPE you can keep this frequent service! Sometimes I take the C from downtown to Fauntleroy in an early weekday afternoon and I have been surprised to find that is sometimes full, even at 2 p.m. or earlier. We need this bus! I'm a senior citizen. Yes, I will pay a higher fare and a higher sales tax if necessary to keep the buses. I blame the WA State Senate majority for the situation now. GOOD LUCK!</p>
<p>The bus cuts are going to cripple those of us who don't drive and push a lot of people who can drive back into their cars. A city is only as strong as its public transit we have to make support for metro happen.</p>
<p>Public transportation is the life blood of any thriving city. Take that away, and you are left with a congested mess. Our wonderful city should be an example of the best of progress, not a warning of failed potential.</p>
<p>Decreasing service is a deliberate attack on those who are not in a position to own a car or able to ride a bike. It would also cause more traffic and pollution. Why go backwards? Stop catering to the super wealthy. Raise taxes for people that can afford it. How else are their servants going to get to their mansions?</p>
<p>metro needs money funded to them immediately! not only does this impact residents without cars across the county, cutting back hours means layoffs for hard metro workers which haspotential to increase overtime pay which is not efficient what so ever. this adds a burden overall to everyone with unemployment rates going up. this truly sucks, and I wish there were a way for king county to find funding immediately so we don't lose more services!</p>
<p>I'm extremely upset about the #27 and #4 cuts. (additionally reducing #14). The 4 goes to Harborview as you well know, as is ALWAYS packed. These cuts will decimate my neighborhood. There will be no way for many people to get to drs. appts, work and errands. Many people in this neighborhood are poor and/or elderly and rely entirely on bus service. Furthermore, I'm sick of hearing about density and no need for a car in this city while at the same time, bus service is being cut. It's absolutely ridiculous that a city this rich cannot provide public transportation to all who rely on it and those who choose to use for environmental reasons.</p>

<p>I understand that without funding, you need to make cuts, and I also understand the obvious routes to cut are the least performant routes (like 244, my route). So what I want to see is law makers stepping up and funding busses. I think bus service is something that both democrats and republicans should get behind. It's a big part of making it easy for people to get jobs. With reliable bus service, citizens can reduce traffic while being open to working farther from their homes. It's a win for everyone.</p>
<p>Raising fare for certain routes and time periods to supplement funding.</p>
<p>I am a new Seattle resident (less than one year) and was deeply disappointed to hear of the potential cuts Metro will be making. I strongly feel that few investments are as critical to a city's progress and success as its public transportation system. Seattle is an admirably progressive city on so many fronts - environmental municipal code, gay marriage, and willingness to make race and social justice and priority. Public transportation is just as important as these "hot topic" social issues. We have the capacity and potential to lead the West Coast and our country as an example of an affordable city that invests in its citizenry, reduces the number of cars on the road, and remains an advocate for the kinds of values that make the lives of individuals' better.</p>
<p>We should be rewarding residents for taking a more eco-friendly, efficient way to get to work and get around the city. We should be making it easier for people to take the bus, rather than making it harder for us.</p>
<p>I strongly believe in mass transit and have always supported previous proposals to increase funding for Metro. However, I'm now retired and on a fixed income and am very skeptical that Metro's finances are as dire as it says. I don't feel that Metro has really shown how it has been using the funds that it was previously provided and my inclination is to vote "no" on all future requests.</p>
<p>I agree with the County Executive's plan to add the \$60 vehicle fee and the increase in sales tax. I don't agree with such a large increase in bus and Access fares.</p>
<p>Previous cuts need to be reversed. Revenue should be generated through tax increase.</p>
<p>If we want to get people out of their cars, we have to make it more affordable and convenient to ride mass transit. Lower the price and increase the service. Fund Metro through car registration based on value of the car! A \$50,000 car equals a larger fee than a \$2000 car...and more cars in a household equals more money than a 1-car family.</p>
<p>Yes. Cutting inefficient routes is ok like you are planning to do for route 306 but you seem to forget that 312 and 522 are full at 5 pm from Downtown to Bothell/Kenmore. Suppressing 306 will leave people on the sideways. Why not using your stats and add some 312 at peak hours?</p>
<p>We need more access along the 27 route...not less. Good luck with your decisions</p>
<p>Even though the legislature has been dragging their feet, you have an obligation to at least move the current options being discussed forward to the voters to preserve the options of saving some service. It may not be the best solution, but if it is the only tool in your tool box, then put it to use. Some existing routes are already overused and a safety hazard to ride (try staying on you feet when you are on a packed bus and the driver has to brake rapidly to avoid other vehicles that cut him off). Perhaps a projection of how many people will have to resort to driving when their transit options no longer work for them. I can afford to drive, but it is not the best option for many reasons. However, I won't ride transit at any impact level that the cuts may create. I'm guessing the segment of the public that does not support transit because they don't/can't use it might recognize the how service cuts may ruin their day, too.</p>
<p>More funding for buses and other mass transit. Put a tax on cars...get people to ride buses. If the buses ran more often and there was less wait time, more people might ride. the Rapid Transit lines are a great idea.</p>

<p>Decreasing public transit just as climate change reaches crisis proportions seems like a form of collective suicide. It is the opposite of what should be happening. We need MORE bus routes, MORE bus drivers, MORE buses on the roads running MORE frequently. If people perceive public transit as slow and unreliable (like Seattle's current service), they won't try it. And unfortunately, riding the bus is becoming more and more of a misery even for long-committed users due to the increasingly crowded conditions and reduced service.</p>
<p>I would rather the cuts be performed than taxes raised. It goes without saying that the cuts should only be temporary and should be restored after adequate funding is received; furthermore funding public transit should be one of the biggest priorities in general in order to continue expanding the services of not only KCM but Sound Transit and other companies as well so as they may help further the Seattle metro area along the road to greater connectedness in transport and minimizing the need for automobiles.</p>
<p>Tax is not a four letter word; Republicans take note.</p>
<p>Stop short changing the city of Seattle.</p>
<p>The proposed bus cuts make it so I would be no longer able to visit my family without a huge hassle and an extremely long walk. A well-governed city invests in transit to take care of ALL of its citizens, not just the ones who can afford their own vehicles, or who are physically able to drive. A good transit system is the hallmark of a city that has its act together. Light rail is great, and long overdue, but the proposed Metro service cuts are going to make Seattle look like a laughingstock compared to every other metropolitan area in the country. I am embarrassed on behalf of the city's priorities, since a bus system with limited service is a near-useless bus system. Putting transit on the chopping block seems like a desperate, Detroit-level decision. If the funding has to come from somewhere, how about taking it from the folks who wouldn't feel the sting as badly as the city's mostly poor and middle-class transit users? I'm sure there are some politicians and wealthy Seattle citizens who could stand to pay more taxes...we belong to a society...that means we contribute to help care for EVERYBODY.</p>
<p>Funding transit is one of the most cost-effective ways to reduce congestion, reduce pollution, and increase livability. Not funding transit will result in less ridership. This will create a downward spiral where it costs more to operate transit because there are fewer riders, resulting in more cuts. Before you know it, we'll have a system no one wants to use. This is a huge step backwards if we want to reduce pollution.</p>
<p>For an increasingly crowded city, cutting back on public transportation sounds like a fairly large step backward. I appreciate the efforts of those who have been fighting to maintain and improve bus, Link, and cycling options, though I'm disappointed that there appear to be many who do not recognize the significance of reducing bus services. I don't personally have a car, and bussing (along with bus/bike mixing) is critical to my ability to navigate the city. Thank you for listening; please don't let Seattle regress under your watch, if there is anything you can do to stop it.</p>
<p>224 on Cedar Park Crescent is always empty. It is a recently added portion of 224 and should be cut.</p>
<p>I think that it is despicable that you are cutting the majority of the routes out of sammamish down to bellevue. I cannot believe that even though OUR taxes pay for more than 30% of your budget you feel as though you can cut our routes before lesser areas. I will be proposing a significant budget cut to your services since you refuse to continue to properly service our area. You can expect that proposal to come into atruition very soon and it's effects extensive, unless you reconsider cutting the routes to and from the sammamish park and ride as you currently are.</p>

I think it's ridiculous to cut funding for public transportation in a city of this size with so many people that rely on it on a daily basis. It's a poor decision ethically because it will negatively impact hundreds of thousands of residents who need bus service to get to work and other important meetings. It's a poor decision environmentally because those that can afford to drive who typically take the bus will stop doing so and increase car pollution, not to mention increase car traffic everywhere in the city.

I would like there to be more information as to whether Metro transit has entered into onerous labor contracts. From what I can discern from the website, labor costs represent over 70% of the cost of service. Fixed costs appear to have been cut to the bone. Are we in a situation like Detroit where prohibitively costly compensation in both terms of wages and benefits (including for retirees) have put the bus system on precarious financial footing? I think we deserve a clear answer to this part of the equation before asking elected officials to come up with new sources of funding. At a time when the economy is recovering and more demand is being made on the bus system, service should not be cut.

Failure to adequately fund Metro now and in the future will not only make all Metro's valuable attempts to get people out of cars to reduce the threat of climate breakdown, it will seriously harm those whose basic needs to travel from home to work, school, marketing, shopping, medical, post-office, veterinarian, library service and more depend on access to nearby, frequent service. The present proposed cutbacks in turn will cause a cascade of other serious problems as businesses of all sizes lose customers. The proposed cuts will be particularly harmful to students and seniors who do not have cars and have ****no alternative way to get to necessary services.**** Changes like these are not only troubling -- they are in fact dangerous. And what is Metro going to do about all the drivers put out of work -- and the unused buses? Just tell its operators to go home? Just leave these buses parked somewhere, disintegrating, with their upkeep cut back too? It is astonishing to see that Metro, rather than use its full authority in Olympia to preserve its funding, has instead appeared to just accept this unprecedented, destructive legislative policy. Other than this survey, Metro has provided no options -- like petitions, or how to address letters to district representatives -- that might enable its riders to effectively protest the cuts. Please consider being more active in helping your riders support your service, as soon as possible. Without its present first-class bus and transit service, Seattle cannot be a world-class city.

Yes I live approxiamtely a 10 mintue drive to work I work on 1st ave and Lander and I will not take 2 buses to work and increase my commute any longer. My bus ride went from 10minutes to 20 minutes after the last change plus time to wait for it outside- Morning only. I currently take 30 minutes to get home and usually wait for the bus 5-30 minutes.I have been riding the bus for several years now and moved actually for the ease of my bus commute and once again King County will be changing this. I will be driving and I heard from many people on the bus they will too. Our roads cannot handle this. We have no room on our roads for the extra traffic this will cause. I also think this directly effects lower incomes and elderly that live in King County who cannot afford cars etc. The Admiral area I live in has a lot of elderly people who will not be able to use this system becasue of the changes. We would be better off with less frequent service and routes not changing. We are trying to compete with other cities for growth and busness and we cannot if you do not have a good public transportation. It is a direct sign that our leaders mismanage money and do not understand the needs of the people who live in this county. These changes destroy King County Metro - they are horrible. I understand you are trying to do with what you can with the funds you have but the King County Council needs to find a solution even children ride these buses to school.

<p>These cuts are just going to lead to increased road congestion. The 33 and 24 routes are busy anytime of the day I catch the bus (and I have no car). So the idea that these are routes requiring change is ridiculous.</p>
<p>We cannot afford to pay higher taxes for anything in this state. Perhaps it's time for Metro to look at how they can save. Cut pensions and benefits to Metro workers and county government workers? Reduce the number of routes. Keep buses for a couple years longer rather than investing in new ones. We've all had to rework our budgets and tighten our belts. Time for Metro to do the same.</p>
<p>Many, many people depend on Metro services to get around the city. By not finding funding to provide adequate transit service, there are many people that are being affected by this. I am fully aware that you are aware of this, and I trust that you are working to fix this, because it does need to be fixed. By not fixing it, you are blatantly disregarding the needs of many people in this community that pay the taxes that pay your wages. Stop cutting service, you are hurting a lot of people by doing so.</p>
<p>Route 311. I have recently gone back to riding this bus and find that it is very different. most routes used to have the longest bus. now I find many with the short bus and everyday to standing room only. This route is a high traffic route from Woodinville to Seattle for Communiting. Taking a route away will only make it worse.</p>
<p>I can't fathom paying an additional \$60 for my car every year in addition to what it costs to register it. I can't support this part of the funding in any way. Why bother even living in Seattle when cities like Las Vegas and Los Angeles have just as many riders and find a way to make it work?</p>
<p>Funding sources for Metro should be balanced and should come from new and existing tax revenues. Additional funding could come from car tab fees but fees should be balanced. SUV's, Consumer Trucks and Luxury cars should have a higher tab fee. Having a flat fee is easy but not fair.</p>
<p>I ride the 243 bus route every day. It is extremely full and very popular. I think it is ridiculous that this was selected as one of the bus routes to cancel. This could force me into driving to work every day.</p>
<p>I won't vote for any elected official that cuts bus service. The most cost effective use of our roads and resources is public transportation - it is stupid to cut service when we should be encouraging more people to ride the bus. Drivers should have a car tab fee to pay for public transportation because they benefit from less traffic.</p>
<p>Some of these buses are needed for a good reason. Nothing should change about the service, despite the funding gap.</p>
<p>I need the 238 to get to school everyday, and me and a lot of my friends use it to get into school and on school grounds. A lot of people use it too from what I have seen in the afternoon, it shouldn't be cut at all, so please keep this bus and all the other people who use the 238 from being cut please and thank you.</p>
<p>Why is it taking so long to raise the bus fares? Cuts are planned to service in 2014, yet the fair increase is pushed out to 2015. Loss of my bus service will be a far greater economic hardship on my family than paying 25 cents a trip more to ride the bus a year sooner. Also, the fare could be raised significantly for the express bus riders. These are the riders that need timely buses the most and are willing to pay to get to work on time to support their families. They are also the gainfully employed. Furthermore, the proposed low income reduced fare idea should be dropped. Leave the fares as they are for the low income and that will equate to a reduction in fares paid by that group. Raise the fares now and preserve service. Do not bundle the metro service funding with a transportation package that would give 1 penny to the poorly planned and uneconomical Seattle Street Car or Sound Transit rail services.</p>

<p>If we can have multiple sports stadia, light rail, an underwater tunnel (maybe, if they ever free Bertha), new and wider bridges across Lake Washington, why can you not find funding to keep critical public transit infrastructure in place? How has this reached a point that every two years those of us who ride buses have to worry that we'll have no way to travel around our city? Do I want to buy a car? No. Do I want the roads to be even MORE crowded when all the commuters whose buses are downgraded or eliminated start driving their cars to work? No.</p> <p>Maybe we should have a full week in King County of no buses running at all. It might give our elected officials, and Metro officials, an idea of how the roads would look without public transportation.</p>
<p>You need to balance the Metro budget and look at other ways to cut, maybe pensions.</p>
<p>i feel strongly that elected officials have not done a good job in cutting costs. Given that employee costs make up the majority of costs, i don't believe these costs have been reduced in any meaningful way. During the recession and still now, the private sector took large pay cuts (real cuts, not "reductions in the scheduled raises") and it hurt. From what i can ascertain, Metro did not cut their employee costs. the elected officials did not get any significant concessions with the unions, and we all are now being asked to pay for that. I don't think being part of a union should shield people with the realities of the economy. the private sector and nonunion employees sucked it up, and i believe the pain will be less if we all are asked to do our part in the realities of economics. asking the people to pay extra to protect union employees from sharing in the sacrifice is the opposite of a just society. The fact that public entities like Metro have the power of taxation, it makes them not work as hard to cut expenses in meaningful ways. And they can use the worst threats to scare people into approving higher taxes on themselves. "your bus will be discontinued!"</p>
<p>Instead of increasing the vehicle tax again we should start registering bikes. We spent so much money on bike lanes that they should be paying their fair share. BIKE TABS!</p>
<p>Many of the proposed changes negatively impact those who completely rely upon METRO services for getting to school, work, the grocery store, the Laundromat et cetera. Many school-aged youth will be in the dark in unsafe areas before and after school while waiting for their bus. Some of the proposed changes seem to disproportionately those in lower income brackets.</p>
<p>I think funding at least current levels of service should be a top priority. I've been taking a bus to work for 14 years - my fellow bus travelers (regardless of income level) and I all depend on this transportation as there are multiple benefits for not driving. There's no reason that a major city like Seattle should have sub-standard public transportation.</p> <p>I do not understand the resistance some Seattle citizens have toward public transportation. In a city that prides itself on supporting a sustainable environment, supporting public transportation seems like a no-brainer. If someone wants to drive, they should appreciate us bus riders for not taking up space on their highway and thus making their drive easier and faster. And they should be happy and willing to keep it that way by supporting public transportation.</p> <p>Low income citizens who have no private transportation will be hardest hit. The bottom line is that, relative to other transportation costs, it isn't going to cost that much to support it. I hope you keep pushing this agenda as it makes the most sense for all of us.</p>

<p>As someone who works directly with Washington local governments, I know that financial resources and the ability to shift strategies towards sustainable tax based funding is challenging. I believe that partially our area's tax deficits are due to the unnecessary tax exemptions/benefits granted to large companies such as Microsoft, Boeing, and Amazon. These companies employ thousands of people who utilize mass transit and the road infrastructure to work in order to work for these for-profit entities. I think that any tax exemptions should be balanced by direct, mandatory investments by these companies in the public works infrastructure proportional to how much they utilize it, e.g. number of employees using transit/roads. Even Microsoft buses are using the road systems and therefore their contributions should fund that usage. Especially since we do not have an income tax, it is time to implement changes in government funding that stop disproportionately laying the burden on individual citizens and starts recognizing the responsibility of companies to pay their full share, proportionate to their profits.</p>
<p>Having lived in Chicago and taking public transportation there, I was a bit spoiled by how good, often and cost effective it was. When I moved here and found it would take me over an hour to travel 13 miles, I was shocked. Thus the main reason for not using public transportation. Here's an idea.....why not have a meeting with Microsoft and combine the efforts?</p>
<p>The more buses available the more will ride. Over the last 10 years i stoppoed riding Metro near my old house because of infrequent service and drove instead. I ride Metro more when higher frequency buses are available and stop when it isn't.</p>
<p>Whatever it takes to keep or increase service should be done. This effects everyone! Some people have bought or rented based on the availability of bus service. If we want tourist dollars in the Seattle area; we cannot offer gridlock. Seems like money is always raised for non-essential causes but necessities have floundered. Come on Seattle. In the private sector the head honchos at Metro would be held more accountable and plan way in advance, to prevent such happenings.</p>
<p>Fulltime bus drivers get first shot at overtime, hence many make \$100,000+ per year. Put a limit on OT. You have part timers that also would like more hours and you don't pay a premium. Bus drivers in the private sector don't make a \$100K a year because it doesn't make financial sense. My wife has been a daily bus rider for 18+ years to the UW. The bus routes are always full of comuters and students during peak times. Yet they are always threatened with shutdowns. Doesn't make sense since Metro spends alot of money ENCOURAGING increased ridership. Metro must be dependable. Forget the politcal games and go to work to improve efficiency and save money. Bump rates by 25 cents. Make the poorer people pay at least alittle more. They need to havce skin in the game too. From socail workers that I know, some people (not all) who receive food stamps, Section 9 housing, discounted PSE bills,etc. become "entitled" over time rather than more responsible for their decisions and own lives.</p>
<p>Property tax to support transit generally, not just Metro.</p>
<p>I think we're fortunate to have the transportation system we have, and I wish we could work on improving and expanding it.</p>

<p>Transportation equity is so important to a healthy and happy society. Washington communities equal access to transportation to work, school, and recreation activities whether they own a car or not. In fact, we don't want everyone to own a car. If we all drove everywhere the cost to society -- healthcare costs related to poor air quality, infrastructure repair costs from heavy use on roads, and time and stress costs related to traffic congestion -- would be unacceptable.</p> <p>Metro transit provides many clear benefits. Not only do I support any means for raising revenue for Metro (especially via car taxes that dis-incentivize owning a car in the city), but I strongly urge King County elected officials to work on a permanent funding solution for Metro transit. We owe it to those members of our community who are struggling to provide exceptionally affordable transportation options; we owe it to ourselves and our children to drive less and reap the benefits of doing so.</p>
<p>I think cutting transportation King county is going to have drastic effects on the economy. It would mean some citizens being unable to make it to their place of employment consistently which could mean becoming unemployed. Other citizens will not be able to take care of basic errands which in turn will decrease the amount of money they are putting into the local economy. Even things like going to sporting/live entertainment will be effected as many choose to take public transportation to avoid the headaches of traffic. Lastly, I work at a community college and many of our students will have a difficult time making it to school with some of the proposed cuts. Again, hurting the economy. It's easy to say lets slash things to save money, but I don't think the consequences are being fully considered.</p>
<p>I think that Metro should do more about enforcing fare payment. The drivers are not supposed to confront people about payment of fare and too many people know this. There is way too much freeloading going on and Metro is loosing money every day. There should be "fare enforcers" on higher risk buses and random checks on all routes to catch the thieves.</p> <p>I pay my fare everytime I get on the bus and expect others to do the same. Now I have to endure cut backs and fare increases because of it.</p>
<p>PLEASE STOP TAXING US AND INCREASING TABS!!!!!!Most buses run below capacity of ridership on average. Please consolidate routes. In NE Seattle buses loop to the U District and then many buses go places from downtown to east side from there. If a route warrants many buses like the 41 then those routes pay for themselves. Routes like the 76 or 71, which I ride do not warrant the buses except during peak.</p>
<p>I think it was absolutely stupid to spend Millions of dollars for new buses and a b c d lines.who really cares about getting to Downtown Seattle 2 minutes faster? Now that youv'e spent all this money you are whining tha you don't have enough money to keep your current routes running and want us to pay for your STUPIDITY.nice try!</p>
<p>Yes, yes I do. Quite funding loosing projects like link light rail, that are LOOSING tons of money and FUND MORE BUSES!! What the crap is wrong with you people! Do some basic math! Hmmm, yeah, how many millions of dollars did that Bus transfer station up by Forest Park cost?!?! What could that have done to save or increase bus coverage!?! Get it through your heads, DO ONE THING WELL AND THEN THINK ABOUT EXPANDING! You cannot, and never have provided good bus service in King County. Then instead of correcting the bus service you spent billions on link light rail and other stupid transit options. Why? I watch that thing go by me while I ride my bicycle to work everyday and guess what? IT'S PRETTY EMPTY!!!!!!!!!!!!!!!!!!!!!! So now, as usual, because you have been pathetic stewards of my tax dollars you now come back to me with your hand out asking for more!?!? Guess what! Just like an irresponsible teenager my answer is NO, NO, NO, NO, NO!!! LEARN TO MANAGE WHAT YOU HAVE AND QUIT STUFFING MONEY INTO STUPID ENTERPRISES!</p>

<p>It's a shame that buses and light rail are years behind what they should be in terms of a metropolitan city. There are too many cars on the road, it would be nice if we could create a bond measure of something similar, like when the schools are to be funded. This is just as important as a school measure or fire department measure that the voters can approve.</p>
<p>Or at least provide the same amount of service you are providing now. I saw that you were cutting routes 158, 159 and 192. These routes run between Kent and Seattle. I will catch one of these 3 buses anytime between 6 AM and 7 AM in the morning at the Kent Des Moines Park and Ride, there is standing room only on these buses. They are the double long buses too! If each of those 3 routes runs from Kent to Seattle 4 times in an hour, and each of those are standing room (or near standing room) that is a lot of people that rely on those routes to get to work! Do the math, the routes cannot afford to be cut.</p>
<p>I think cutting buses would reflect poorly on anyone involved in the decision as it would just lead to worse traffic than we already have.</p>
<p>You ought to rethink of servicing everything with buses only and improve the system by introducing trains like every major metropolitan city does. By accelerating the build of trains around the Puget sound area would help reduce the bus system and make it more efficient. Metro and the King County planners have dropped the ball on planning ahead when they should have for this and they had actual budget for it. Instead, we are stuck now with deciding to reduce the bus service even further or to pay more just to maintain what we have today, which is not very good when compared to major metropolitan cities. It is difficult to understand for me how a record number of riders on the buses today and more fees overall to pay for this service can produce such a deficit. One would think that budgets have simply been planned based on historical trending prior to 2008 and assume the growth will be non stop.</p>
<p>Reuse the vintage electric trolleys to encourage tourist use. You can increase cost on these routes. Encourage more electric bus use to reduce fuel cost.</p>
<p>I think peak times for metro can be increased by \$0.50 per trip as opposed to \$0.25 per trip. If the peak trips are not always the most efficient trips because the return trips are empty, then have those people pay more to take the service. I also think that fair increase should start fall of 2014. I am one of those people and I am more than happy to pay more for my trips during peak time. I also wonder how much the return trips from peak routes can be adjusted to alternate routes that need more service in order to make them more efficient.</p>
<p>From this riders perspective, I am disabled and cannot drive myself. Currently, service is adequate and allows me to commute most anywhere I need to travel - including a reasonable commute time. My greatest concern is my exposure to the weather while waiting for a connecting route. Many stops are not sheltered, and even while bundled up, waiting for a bus on a cold, damp day increases my risk of illness. I am a full-time employee who is able to contribute taxes and income to maintaining a better quality of life for my community. I also volunteer my time to serve my community in a mentoring capacity. I meet folks away from my home and worksite. The current bus service allows me to do this well into the evening. The proposed reductions may (1) increase the danger of illness and (2) will cause me to place constraints on my availability for service activities.</p>

I think every person who is voting on the reduction program should be required to hand over their car keys for a week, maybe a month, and rely exclusively on bus transportation. This included their children and spouses. Since a substantial majority of bus riders are of the lower income variety, the legislators should also limit their use of taxis, limos, and car services to what would be affordable to a worker with a minimum wage job, or even \$15.00 per hour.

When I moved to Seattle in 2000, I believe the bus fare was \$1.00; now the same ride is \$2.50, and they are proposing yet another increase. Has the minimum wage gone up 250%? Has the cost of driving a private auto gone up by the same amount? I think the proposals put an unfair portion of the burden on the people who can least afford it, and just encourages more congestion, more pollution and more unemployment because some people will simply not be able to afford to get to work, or perhaps get to work at all.

I live near Northgate and work by the ship canal on the south side of the Ballard bridge. I get on the bus at 6:00 AM for a 7:00 AM clock in. I leave work at 3:30 PM and get home at 4:50 PM, and then only if all buses are perfectly meshed. Usually it is after 5:00 PM. That is a long ride on the bus versus a 10-15 minute car ride. Service cuts??? We don't need them!

Since the State Legislature has not come up with funding or alternate solutions, I agree with Dow, and will vote for the additional funding required in the special election. We already have horrible traffic. Metro cuts in the south end would add too many vehicles on the road during peak times.

Yes, I am one of the people who have started riding the bus instead of using the car. BECAUSE that is what the county wanted and it helps congestion And it helps me because Im disabled. And then there are the BELOVED bike riders of SEATTLE who get everything they want to have--- safe bike lanes etc that make it impossible for everyone to get around and they don't have to pay a thing. NOT A BIKE TAX OR REGISTRATION(awe because they are saving the planet and the city urged everyone to start riding bikes and.....bla bla...) and then you want to propose to put the burden of metro on the CARS! The cost to buy registration tabs for a vehicle in this state/county is outrageous and then you want to put 60 of the cost onto the people who cant ride the bus or don't want to ride the bus BECAUSE the schedule cant get you to where you want to be unless you want to transfer 3 buses or it will take you over an hour just to get there. You cant put the burden onto vehicles. SERIOUSLY>>>>This is crazy. This County and State really is a mess. I have lived here 5 years and haven't seen such a thing like this. TAX the cars, raise the prices on the people who use the bus-cut the service provided-give BIKES everything they want even though they are a traffic and pedestrian nightmare. I just have to say that the elected officials need to find a better way than this proposal and not pass the financial burden onto those who don't use it. Start taxing, charging fees for others who are using the roads AND sidewalks even though they are supposed to follow the rules of a car.

Please take a stand for the king county corridor. Without bus service the whole city will lose. Workers will have a harder time getting to their job, low income residents will be disadvantaged as they likely have no other mode of transportation. Help us to pay for our own transit if that is what the State officials want of us, just please stop cutting our transportation. We already have drivers passing up riders because their bus is too full, what will happen when we have fewer buses?

The company I work for participates in a program where we get reduced fares on a orca card. At this time I pay less than \$26 a month. I appreciate the reduced fare, but not if it means reduced service. I use route 131, which is schedule to have service reduced. Though typically I work and office 8 to 5 job, there are times that I work late. Or stay downtown to have dinner or catch a movie. Reducing service would make me less likely to stay downtown and spend money. If scheduling is easier for me to go home and drive somewhere like Southcenter, then that is what I will do. So for me spending more money for a bus pass may not make much of a difference on my budget as I will spend it on gas. Though I would rather spend the money directly to the service I'm getting. Which is riding the bus. I don't understand why anyone will want to spend more money on a vehicle tax when you are trying not to drive that vehicle.

This funding you are proposing needs to go 100% to Transit. Adjust your numbers to fund Transit only and increase service levels to meet the need. Additional do away with cash payment on the bus. Make Orca the only way to board the bus. And insist on fare enforcement. On some routes we have at least 30% fare evaders. Many don't pay but many many more are holding onto their transfers and reusing them. They know they will never get caught and stealing has become a way of life.

Disappointed to lose the 113 route. . We already lost the 125 route...

Why not just split off King County from the rest of the state. There is so much political deadlock. The needs of the city/county are not the needs of the rest of the state. I think it's time to split it off and have a state income tax, so we are not nicked and dimed at every turn. The fees on the car tabs and phone bills are out of control. The sales tax is out of control, and harms the lower income people. 10% sales tax! Why not modify some of the corporate taxes, they use the roads too. What about increasing some of the developers' fees?? Although I would rather have fees than cut bus service, I'd rather have fairer taxes (like a state or county income tax) than more state taxes and fees. What ever happened to all of the money from the parking meters? What happened to the money for South Lake Union trolley??? You are pricing lower income people out of Seattle...

I live in pierce county, but work in king county. I would pay a steeper fare to maintain the current proposal. I feel it's a trend to constantly decrease and delete routes. Meanwhile, those who need public transportation are left, literally, in the rain. I was greatly affected by the reduction in bus services in pierce county. I hope king county does not mirror the cutbacks.

<p>The Metro is an essential service that Seattle should be very proud of. For a city that effectively represents the State to the outside world, public transit funding should be a priority. It is good for the economy, good for healthcare (by lowering pollution level), improve well-being (riders can read instead of worrying about driving), and reduce road maintenance cost by reducing the amount of cars on the highways.</p> <p>Our roads are embarrassing enough, if any of the elected officials have traveled outside of the country. If they haven't, they should take a trip to the major cities in Asia and Europe, and observe the condition of the roads. At the same time, they should observe the public transit systems in those cities as well.</p> <p>By not funding the Metro, which has already been run at much higher efficiency than any private companies (and without any pre-condition to ridership, like one has to work for Microsoft to be on their company buses), the elected officials are effectively admitting to us, and to the world that no, we can't do better.</p> <p>I believe we CAN do better and The Metro's leadership has already shown what a group of dedicated government employees can collectively do. We are supposed to be one of the most educated and advanced city and State in the nation. We CAN do better.</p> <p>Close tax loopholes, and fund the transit system. Starving the beast has already shown to be a self-fulfilling prophecy that does not work. It is time for our State government, which is supposed to LEAD this nation to a better future, to take the lead, and take the initiative to fund public transit.</p>
<p>Your proposal is ridiculous because there is standing room only on Route 161 so I don't see how you can delete it. Unless we are supposed to quite our jobs and go on welfare. I and many others will not be able to get to work. Or maybe you should and then I'll get on a car pool and not have to be jerked around by drivers who don't know how to brake or get colds from people who don't cover their mouths when they cough. Or wait in the cold and rain for busses that don't show.</p> <p>Life is hard enough without having to fight for aride to work.</p> <p>Then if I and many others don't ride the DOT can stop contributing to the metro system and the clean air act can go down the tubes too.</p>
<p>Building roads will cause you to build more roads. Look at Los Angeles Metro as an example.</p>
<p>Do what's necessary to maintain service at present levels at least and increase service if possible. Taking the bus has to become easier to taking a car on routine and downtown centric routes and times.</p>
<p>What is the purpose of our metro system? Let's make sure we do that. Did we take into account the professional recommendations that were part of the 2012 audit of the metro system? It seems like there is a lot of fat to trim rather than cutting the popular (effective) routes.</p>

<p>I honestly can't figure out why you can't get a break even fare for less than \$4.85 one way. It cost me \$4 round trip for gas. Why does it cost/person more for you to move 50+ people in one vehicle more than double my fuel cost? When i was a child (1966) the oneway fare was .25 cents and i bet that it broke even on that amount. What has changed? It boggles my mind that you can't run metro at a reasonable break even fare. Put another way for the same price that you get from 50 people on a one way trip for that same amount of money i can make well over 100 trips. I used to take the 250 but due to the limited # of route hours i can't take it anymore. This means that instead of walking to the bus stop I now have to drive my car to a park-n-ride. That would be alright but it is already at a point where there isn't enough parking in the lots. I park at the Redmond transit ctr.but that is except on week ends always full so i go over to the overflow lot by city hall. 2yrs ago it was never full but today I got one of the last parking spaces at 8:45 am. There is a 3 level garage right next to the lot that is for the city employees. I asked a bus rider who parked there if it is alright to park in that garage she said it was ok. The problem is there are at least 2 signs that say's "no commuter parking". I don't want to park there and find out that my car has been ticketed or towed. I can't ride a bus if i can't find parking so these cuts are going to force me to drive. I can take the 249 but the limited # of route hrs means that i will have to walk 2.5 miles home at night plus other difficulties that are available upon request. Please don't advise me to try another park-n-ride lot you and i both no that they are full also.</p>
<p>At least provide the same amount of service even if fares increase. I ride the 214 for my commute, and it is considered under-performing, which I disagree with. It is quite full during most runs. Metro should also consider using smaller, cheaper, and more nimble buses instead of the articulated buses if Metro really believes the runs are underutilized.</p>
<p>Please find funding, even if it means fare increases. Enforce payments of fares on the Rapid Ride buses. I travel through downtown on Rapid Ride buses, and many riders bypass the farebox by entering the exit doors. It happens every time I ride the Rapid Ride because the buses have extra exit doors. Metro loses money from those who do not pay.</p>
<p>By decreasing both the quantity (less frequent buses and reduced hours at both ends of the day) and quality (bus routes which require many transfers to get anywhere), you decrease the usefulness of the bus system to the point where no one will want to ride it. Consider the metro system in New York City. It is disgusting and uncomfortable, and yet everyone rides it at least twice a day. That is because it can take you everywhere at practically any time.</p>
<p>It seems ridiculous to be promoting King County efforts to become carbon neutral to gain political "green points" and then cutting programs that would discourage ridership. As it is my bus is often standing room only. If it gets worse, people will start driving to work creating more traffic jams and congestion downtown.</p>
<p>Metro is essential for the economy of Seattle. If we want Seattle to be a pleasant, livable place increasing (not decreasing) bus service, decreasing congestion, and finding non-automobile solutions to moving people will all be paramount.</p>
<p>Metro transit shouldn't be so severely attacked when dozens of routes are NEEDED by students and employees in order to get around to educational institutions and work.</p>

<p>I work on Eastgate Way and 156th - There are only 3 buses that run directly downtown on the 1/2 hour wiing .5 miles of my office during rush hour. The 545 runs once an hour and is over a mile from my location. Can you believe there is no direct connection on I-90 except at Richards road in this plan and it comes once per hour. The 212 runs dt but it is also 1 mile away. The 271 takes forever in the afternoon - it is fine in the morning but the traffic tie ups are so bad in the afternoon directly dt and transfer is better. Eastside service going west is horrific already. I have a car and will be forced to drive with this change - I am pro an income tax - sick of the the horrific way we run our state - begging for transporation and less than minimum funding for a schools.</p>
<p>I ride the bus every day to get to and from work and school. I have to ride during off-peak hours because I have to drop off my children at school first, and my bus is on the proposed list of deleted routes. I rely on the bus to make balancing my family, work, and school possible. Please do not make it harder by eliminating my method of transportation.</p>
<p>Please do not decrease service.</p>
<p>I'm very concerned that UW students are putting more money into the bus system through U-Passes than if each student was buying single tickets, and that several of the routes that are being cut or highly reduced are high use for students (some personal examples are 66, 67, and 73). If we students are putting more money into the system, proportionately, than other populations, why are our routes being cut? This seems unreasonable. Every student I have talked to would be willing to pay \$5-\$10 more on the U-Pass in order to avoid having these routes cut or reduced to the point they are now. Additionally, when students are inconvenienced to the magnitude they will be with these cuts, UW becomes a less desirable place to live. This negatively impacts landowners in Seattle and also decrease the amount of money that comes in, through tuition or otherwise, to the area through the students. Inconveniencing them in this way decrease the revenue one can generate through students while they are students, and also encourages them to move away from Seattle upon graduating, so they will spend even less money in Seattle, decreasing revenue long-term. I think the state needs to acknowledge the huge impact these route cuts will have on the economy in the greater Seattle area and provide at least more partial coverage so that these drastic cuts can be modified into something more reasonable. Cuts of this magnitude are unsustainable, since they do not meet demand, and will have a long-term negative rippling effect.</p>
<p>Forcing everyone out of their cars due to rising costs of downtown parking, congestion, rising fuel costs, toll roads, etc., and then taking away the only other means of transportation is unfair.</p>
<p>Figure it out! Buses are already overcrowded, and on some routes they've switched out articulated buses with short buses which make sit even worse. Exactly what are supposed to do if a route is cut?</p>
<p>Metro's funding situation, along with reduced funding of other agencies in the area need to be addressed. We should be expanding public transportation options rather than reducing them.</p>
<p>Providing safe public transit for people to get to work and get to appointments is vital for our city, and county, Spend less on increasing capacity for individual cars, more for public transit. Also we need to educate folks about benefits of good public transit.</p>

<p>I'm thoroughly disappointed with the management, the decision makers at Metro. If even a single one of these people utilized the bus system to make it to work (and everywhere else that they go--like me) you would notice a different approach with regard to how to lower your costs. Would you like to know how I, a citizen, think you can probably lower your costs in a more effective way? Dismiss a very significant portion of the administrative department at Metro. Sack a few of those in charge, and, in their place, bring on board some fresh minds (with a little accounting background). Getting rid of the Ride Free Zone wasn't enough? Now you want to force everyone who isn't rich to move out of Seattle?</p>
<p>I support increasing taxes on gas and parking. Let those using cars pay more to encourage greater use of mass transit. More express lanes for buses at expense of car lanes. Consider a congestion toll for driving own car into downtown Seattle.</p>
<p>Why are we spending millions digging a hole in the ground under a city when we can't afford to fund existing public transit options? As a city and a county committed to being a leader in efficiency, being green and affordability, we should be investing more in our public transit not forcing cuts that will reduce service and make public transit harder or impossible for residents. I've lived in numerous other cities without needing a car, and hate that in a place as progressive as Seattle - a car is largely the only reliable and efficient option for many commuters. Funding transit should be a top priority of our government officials!</p>
<p>Proper funding of transit helps support lower income people who rely on it as their sole means of transportation for work, school and life. It also encourages more frequent, and potentially habit-forming, use by citizens who may have the freedom to choose between taking their personal vehicles, using cabs, using car2go or similar, or choosing mass transit. Fully funding mass transit is good for the economic and social health of any major metro area. I don't believe it needs to make a profit or break even. It needs to be fully funded because it's the right thing to do. If you build it they will come! Frankly I'm more than a little tired of people not wanting to pay for anything anymore. If my tax money is helping move a city and support quality of life then I'm happy to pay it. The regressive tax structure not only makes me mad, it makes me sad. And pitting need against need, forcing either/or decisions is also maddening. I'd like to hear more frequent "and" results.</p>
<p>Today, the bus service is very inconvenience (frequency can be 30-60 minutes for some buses). Also, many places don't have a good coverage of bus service. And there is no air conditioning on many buses, that makes a difficulty to ride buses in winter. This kind of environment only pushes people to use their own cars, and result in more pollution and congestion on the road. If we further cut the service, the situation will only become worse. I would like to propose reviewing the current schedule and routes, to optimize the service for customers, not for cost. This way, you may even earn money from fare because of more people is willing to ride the bus. Btw, B-line is a good example of a bus with quality service.</p>
<p>Consolidate routes and shorten more routes to connect to the RAPID/LRT instead of suplicating services Weekends/nights these routes can get extra trips if they are shorten while preserving services Eg # 21 to C line #14 combine with 106 serve fewer street and expand on routes nearby.Route spacing atleast 1 mile apart 16/40 can combine routing</p>
<p>Vote for increased funding or I'm voting against you We should be increasing service, not cutting it (buses are already overcrowded)</p>

Do not cut any service route that includes a state college, community, technical or university! Our citizens need support in getting to and from school in order to become higher wage earners, and tax payers. Do not cut routes that include stops where low income folks need to go, for ex: State employment or DSHS offices, as well as medical sites, (hospitals, clinics, public health, etc.) Do not cut night runs - it puts those who are dependent on the bus system at a severe detriment, and in some cases in danger. Look at this issue with your hearts, not your wallets, and cut something else instead.

Make sure not to cut buses people are highly reliant on, like the 271 route that travels between downtown Bellevue and University District.

The fundamental problem causing all this hand-wringing is a flawed business model - one that relies upon [apparently] unreliable support from [in this case] sales tax revenues. The solutions (other than service cuts) do not address this flaw, but merely change/expand the sources of tax support to "a statewide transportation package" or "a county plan - namely the reinstatement of the widely detested MVET." This approach merely delays the day of reckoning until, for any number of possible reasons, those tax sources are no longer sufficient to support Metro operations. The only long-term solution is to have operating costs supported by operating revenues (talk to any of the surviving US airlines for details about just how that works). Yes, this means aligning service to areas with sufficient demand, significantly increasing fares, getting a much better handle on your wildly excessive labor expenses, and recognizing that your mission is that of a transit agency, not a charity or social service agency. I realize that this flies in the face of the local practice of taxing one's way out of any fiscal dilemma, but time will prove me right - and the pain will be much worse in the future. Start now to run your business like a business and you will see immediate benefits. A good place to start is to insist that everyone boarding a bus actually pays the proper fare - no more free rides, no more "I forgot my pass," no more pulling away from the stop while the rider engages in the parody of looking for money that doesn't exist (have a conversation with the ST Link Fare Enforcement goons about how to pull this off). Yes, you will be a smaller operation - but you'll be a successful smaller operation. Your mission isn't to provide bus transportation for everyone in King County who wants or needs it, your mission is to operate an effective and efficient transit company that responds to market forces and constraints. If you benchmark that philosophy, all the rest is just details. I realize that these suggestions will be dismissed out-of-hand. Best of luck in the future - you'll need it (and I won't be here to watch it, mercifully).

I work At Lake Washington Institute of Technology and ride the 238 bus. Cutting back the service on that bus may push me back into my car daily. Hourly service to connect with 532 bus to Everett would make the extra time to ride the bus unacceptable. It takes me extra time to ride the bus vs driving right now. I can live with that with the present service being offered. Add another potential hour each way and I will drive.
Thank you for your reading my comments

<p>Route 193express serves first hill; people that work in medical care in the hospitals & clinics in the area. we have had a huge amount of parking spaces taken away from us already. it is impossible to drive to first hill anymore as there are no parking spaces available to us.The proposed plan to cut the Tukwila Park& ride stop from the 193 route is just stupid. I have timed how long it takes from the 193 exiting the freeway to stopping to pick up those at the park& ride to entering the freeway again, and it is just about 6 minutes. I dont see how that would do very much good. The first 3 stops on the route are very close together, why not eliminate one of them? It would be a lot easier for those using the first 3 stops to shift to another (nearby) stop. Those of us who use the tukwila stop are no where near any of the other park & rides. For most of us it would mean backtracking 10 or more miles. If you want suggestions, the 150 runs every 15 minutes- why not cut some of those? when I see them stop it looks like they're not full most of the time. There are a large number of us (I counted 20 the other day) who use the tukwila park &ride it will really hurt us to lose this route. We don't want to be herded onto an unsafe route where we have to share space with those that look as if they would love to prey on women- especially those of us who are older and quite frankly defenseless. The bus tunnel is very far away from where we all work and it is truly dangerous when it gets dark to walk down to 2nd or 3rd avenue. I feel as if I am taking my life in my hands to have to walk there at night. Please reconsider your poorly considered plan.</p>
<p>Metro bus service is absolutely vital to our city. As our only real form of public transit, not only do we need it for our citizens but also because having crappy transit in such a big, well-known city is simply embarrassing on a national scale. Sound Transit can't replace Metro and the last thing we need around here is MORE TRAFFIC. Get your heads out of your butts, already, and fund the service your people need in order to care for their jobs, their families, and their planet! NO BRAINER!</p>
<p>While I'm retired, I use Metro buses during some rush hours and other times during the day. Some buses are extremely crowded and could use more bus services on those routes.</p>
<p>Public Transportation cuts increase car usage, which crowds the highways. The current plans cut the bus I take to work and now I will have to connect to another line, which makes my commute way too long. I won't ride the bus anymore and that is another car in the road :-(Large companies like Amazon, Microsoft and Google just contribute to keep the system going</p>
<p>The cuts will affect the same people you say you are advocating for, the single mom's and the low income. How can someone keep their job if the job wants them there on time but you guys are cutting so the chances of people to get to work on time will decrease. This will also cause for the people who pay to not be able to pay because they lost their jobs because they can't make it to work on time for the following reasons. 1. bus is too crowded so I had to wait for the next one even though I had already waited 45minutes for this one. 2. You don't run when we need you to run, only when you get the most out of the riders and that's not everyone schedule. 3. Single mom's drop off their kids at certain times, the schools are not open at all hours of the day, so timing and availability is everything. 4. What do we do when we can't drive in downtown anymore and the roads are set up just for transit, do we then have to get a car and drive to a depo and then get on transit. Really! How is that leaving a good carbon foot print. Unless you are extending the rail line from SeaTac up south and up north by June this is a terrible idea. It takes so much longer than it used to before the cuts...the 132 bus is now so long that it matches the 120 route in length. We will waist 4 hours of our day just waiting and being on an overcrowded long routed bus. That's a sure way to eliminate anyone using Metro long enough to see it come back to life.</p>
<p>We're going in the wrong direction. The overall goal should be to find ways to get more people to use public transportation and this is going to do the opposite. We need more quality public transportation and less single occupancy vehicles on the road. It'll be better for everyone. If buses are crowded and inconvenient then less people will ride them.</p>

<p>I am currently getting my PhD in Biology at UW but when I decide where to settle after getting my degree, access to mass transit is one of the most important factors in my decision. Most of the people that I know don't want to be forced to drive everywhere and if Seattle doesn't invest in mass transit it will fall behind other cities which are making those investments.</p>
<p>If i'm reading this correctly west seattle isn't getting much loving. People need to get to work and back home at night, the 21 is necessary for every person living on or near 35th throughout west seattle, think about it.</p>
<p>Just shut down. Do society a favor and just shut down. Your agency's record of waste and inattention to taxpayers should at the very least be cause for de-funding. Criminal proceedings are warranted but would never happen in a state whose flag is a dollar bill.</p>
<p>Not more service, but reliable service. Midday & weekend buses are not as reliable as in the past. Reliability is more important than frequency, as I am under retirement age & chose Metro rather than a car.</p>
<p>Being a metro rider five days a week to and from home I feel the service need to improve the safety of the passengers and having more Express routes. Some of our bus routes are know for having problem passengers and should be addresses. Also why would you change a good safe route and have it converted into a known trouble route and have your passenger stop taking the bus and take the train.</p>
<p>What happens to all of the seniors that rely on the DART system? In Kent there are alot of seniors that take the dart to shop. What happens to them?</p>
<p>I would have to find a new job and leave my fantastic job with great pay and benefits due to the cuts, if they go through. The bus I take to work will be cut fully. There is no reasonable alternate route listed for my route. If I were to take an alternate route, my commuting time per day would go over 3 hours, close to 3.5 hours. This is ridiculous. Additionally, 75% of my coworkers use public transit to come to work. We work at HutchKids, a childcare center that takes care of the children of employees of researchers, doctors, admin, etc. at Fred Hutch and Seattle Cancer Care Alliance. Imagine the impact on our school and our customers if transit cuts are made. Having reasonable public transit options available makes a huge difference to folks, especially those that commute in and out of Seattle, since parking is cost-prohibitive. Additionally, my father who is wheelchair-bound, uses the bus to get to doctor appointments on occasion. It would take him nearly two hours to get to his specialists if the cuts go through. This is unacceptable. I know that there are other options for transport for those with disabilities, but those special programs have proven to have challenges with consistency/timeliness, and it is not worth the risk of missing doc.appointments to my father.</p>
<p>No tax increases! Metro should raise fares or eliminate services to close the gap. Encouraging private car ownership is better than paying out the nose for a public transit system.</p>
<p>A world class city needs world class transportation options. Good public transportation benefits people who work in the city, people who live in the city and people who visit the city. In my neighborhood, public transportation is vital to many, many people. In order for people to take advantages of opportunities available to them, they need reliable, affordable ways to get to those opportunities. When public transportation takes hours to get to one place from another, it is not a good option. When I can drive and park downtown for only \$10 more, it is a less attractive option. Before I worked from home, I took either a bus or the light rail to work every day. At half an hour from door to door, it was perfect.</p>

<p>I take a Metro Dart each work day from Kent Station to the Boeing Kent site. The Dart's schedule is coordinated with the Sounder Train schedule, which I totally depend on for my commute. My commute is already a long one from Buckley starting at 06:00 AM and getting to my destination an hour and 15 minutes later...when transit runs on-time. The alternate choice from Kent Station to Boeing is the 150 bus. This will add up a minimum of 1/2 hour to my already 2-1/2 hour daily commute. It's an additional wait on each end and an additional 1/2 mile walk to the bus stop from my work location. I choose to commute for many reasons but one is the convenience. This will add a major INconvenience!. Thank you for allowing my voice to be heard.</p>
<p>I rely on Metro as my primary means of transportation between work and social commitments- frequent and reliable bus service is a necessity to me!</p>
<p>In an ideal world Metro would be dissolved and no longer a drain on my resources or a detriment to my neighborhood with its 185 empty coach trips per day roaring past my house for 20 hours every day. Pity we don't live in that world. Pity Metro planners and staff are not accountable to anyone. Pity all of our government is out of reach (and touch) of voters and property owners.</p>
<p>Funding for transit needs to be of the highest priority. So many citizens rely soley on public transit. Others choose to use it to lessen their environmental impact. We need to encourage people to use transit, not cut services. Please hold more community conversations regarding this matter. Consider holding them at library locations around your service areas. Perhaps the libraries would help with this.</p>
<p>Buses are essential to the health of the city. Many people like myself rely on the bus system to get around. A reduction in service would make life harder. It also decreases the likelihood of people to ride buses instead of drive. Seems crazy to decrease service and having just spent so much on new bus stops and new bus lines when service should be priority.</p>
<p>Metro should redistribute service from over-served areas to the under served to make the system more efficient. For example, I watch route 21 articulated buses go by every 15 minutes virtually empty all day. I lived in the unincorporated area between the cities of Federal Way and Auburn, close to Thomas Jefferson High School, and bus service was extremely poor. The only option we had was the 183 which ran hourly with service ending by 6.30 pm! The 183 is the only route between Pacific Highway and Auburn Way N! This is a far cry compared to lots of Seattle neighborhoods where there is frequent service every 6 to 10 blocks. This area is heavily populated and is continuing to grow with new housing development. Some of that money being wasted on route 21 should be funneled to provide more service on the 183.</p>
<p>At a time when demand for Metro is surging, budgetary concerns are making metro reduce service. This is a time when Metro should be increasing service, to better meet the needs of constituents who cannot or do not want to own or operate cars--a more environmentally and fiscally responsible choice which shouldn't be penalized</p>
<p>These funding cuts will increase my travel time to and from work but an hour or more each way. With that kind increase, it will be impossible for me to take on school and a job at the same time. It would be one or the other and since I can't afford to just go to school, it would have to drop out. Decreasing service would have a direct impact on my future.</p>

<p>I have two only two transportations choices from my Quen Anne home to Downtown: Metro transit or automobile. I greatly prefer Metro transit but REDUCTIONS in bus services will directly correlate to INCREASED automobile traffic, congestion, noise and pollution. The downtown ride free zone should be RESTORED for the benefit of visitors and low income residents who depend on public transportation to and from many public and private services located in the downtown core.</p>
<p>Decreasing the availability/quality of public transit is not only an attack on the working class (the cost of owning a car/pay for parking to work service jobs downtown is a disgusting and unnecessary burden to put on the people who provide coffee/food/retail service enjoyed by so many residents from all socioeconomic groups in our city), but also hurts the middle class who will be stuck with longer commutes wading through the extra traffic. This results in lost productivity at all levels as well as increased pollution. There are so many reasons why hurting transit hurts everyone and this needs to be more clearly communicated to and recognized by our government.</p>
<p>YES!!! Leave Seattle routes alone! City if Seattle should fund and operate it's own bus service separate from greater King County, since these are the folks who consistently vote against transit funding year after year. Seattle bus could operate limited routes outside the city to job centers such as Redmond and Bellevue.</p>
<p>I need the bus after 2am so I can get a ride home from the bar.</p>
<p>Metro is vital for Seattle and King County. We need to increase, not decrease bus service. If the service is frequent and reliable, it will attract more riders and take more cars off the road.</p>
<p>It saddens me that the City of Seattle promotes itself as an environmentally friendly mecca yet has some of the worst metro service/funding out of many of the major metropolitan cities in the United States. I'm a non-driver and this is forcing me consider getting a car.</p>
<p>In many areas, bus stops are very tightly clustered -- often within 4 blocks of each other. Couldn't the current level of service be maintained by reducing the number of stops on each line?</p>
<p>It is irrational to spend so much money on a tunnel that will serve so few, and cut buses, which serve so many.</p>
<p>If in fact the behavior that you want to drive is to increase commute via public transit in order to reduce the area's carbon footprint, do not cut the service amount but rather do impose tax on gas purchases to finance the additional money you need.</p>
<p>If the bus system is reduced, people may be forced to take cars instead. Road maintenance and traffic conditions will ultimately cost much more in the long run than simply keeping bus routes running. The externalized pollution costs will also skyrocket. In the long term interest, supporting public transport is logically the best way to save money.</p>
<p>Quality public transportation is imperative for a modern, developed city. We should strive to expand and improve this essential service, not constrain it via lack of funding.</p>
<p>Fund more rapid rides. The frequency, stations, and real time updates make it almost add good as a subway.</p>
<p>Please fund Metro transit. As a daily Metro commuter, I depend on this service to travel to/from work, as do many people living around Puget Sound. This should be a no brainer. Major cities like Seattle need reliable public transportation to function well. Please do the right thing and fund this service.</p>
<p>Bellevue College students are very reliant on the buses that go to campus to commute in an eco-friendly and affordable way.</p>
<p>I take a two-bus ride to work each day. The last round of service cuts have already affected my commute, and the proposed cuts will cancel the route that goes past my house. I'm not sure if I'll even be able to get home after work when the cuts happen, because I work evenings.</p>

<p>Traffic congestion is increasing, poverty and economic mobility are decreasing right now. It is the worst idea to cut from such a fundamental program. It is, without a doubt, going to hurt the county more than help. It would be shooting Seattle in the leg for years to come. If the budget is short NEVER cut the basics, this is simple economics; our economy sucks so lets rebuild it from the ground up, not the top down.</p> <p>Finally, if the county is concerned about homelessness then cutting bus routes and mobility would only exaserbate the problem by making recovery all the harder and slow the movement of people out of poverty (especially for the disabled and elderly).</p>
<p>Public transportation is an essential component of any successful city. Cutting services is short-sighted and a step backward.</p>
<p>It's extremely important to myself and many other residents that we have a modern transit system with which we can rely.</p>
<p>If you cut transit, things will only get worse.</p>
<p>People need transit to get around. A lot of people in the city need it to get to work. If they can't get to work because the bus takes too long, that's actually harmful in the long run. We should be decreasing unemployment rates, not increasing.</p>
<p>Tax me more, run more buses.</p>
<p>Metro is a vital part of the county's transit infrastructure. Reducing service is painful to many who rely on it for getting to/from work in both Seattle and the suburbs.</p>
<p>I work in IT and I notice many of my peers get to use transport provided to them by their companies, microsoft, facebook etc. While that's nice for them, it indicates a direction we're going in with king county/seattle metro area: People who can afford it, will not need metro in the future as the cuts will make King Metro not useable enough, and they have an alternative. People who can't afford it will be effected all the more.</p> <p>These proposed cuts hit the people that have it the hardest already the most, and will increase the feeling that downtown seattle is only for the new young IT crowd.</p>
<p>I like the way it is now. The right amount of buses that come about every 15 minutes.</p>
<p>Find out why there are multiple buses (e.g. 2 or 3 #7 and #36 buses) trailing along with each other when there are scare buses for other routes.</p>
<p>Please do not cut bus service. I would happily pay an extra tax to help with budget shortfalls. Our elderly, disabled, and low income people who live on the edge of Seattle rely on it to get them to work, appointments and services.</p>
<p>Metro is the future of transportation in our region. It will allow us to reduce the number of cars on the roads. The benefits of a good metro system are immeasurable. A good and affordable system are priceless. Ideally Metro should serve as a key mode of transportation for low income workers and regular commuters as well.</p>

<p>The county spends the vast majority of its money on the city of Seattle as a whole when most of its low income families have been pushed out to rural areas like mine without any transit considerations made to absorb the growth population of the poor. I grew up in Seattle when it was vastly African American and am now one of "these" pushed out poor forced to live in the suburbs and commute two hours both ways to work and home daily. I cannot find a decent paying job in Kent and therefore must travel to NE Seattle for work. My sons go to school and take metro daily, we are a family of bus/train and light rail riders. It's shameful that city leaders have let Seattle become completely gentrified, and then you continue to threaten us with more cuts to metro. Increase service in rural areas like mine. North Kent East Hill was recently annexed into the city of Kent without proper funding structures in place. We receive little to no city/ local government funding support for transit. I feel like this affects our lack of service and decreased our opportunity to thrive. Residents in rural areas, low-income communities, and communities of color are most affected by transit reduction impacts. This is a health equity and economic development issue, without transit we are limited to accessing healthy foods and opportunities to employment and recreation.</p>
<p>When service is reduced the end result is further reduction because fewer people find the service that remains useful -- it inevitably becomes a downward spiral. As an older person who gave up my car several years ago, I have had a lot of experience with the impact of service reduction. Elected officials need to take bold steps to finance transit and get people out of their cars. Seattle's serious gridlock traffic patterns should motivate elected officials to take steps to get people out of their cars.</p>
<p>They need to work until they pass an acceptable funding solution for transit service.</p>
<p>Public Transportation is a basic service that should be fully funded and subsidized by government. A better service (tripled or at least doubled frequency, more routes AND cheaper fares) will convince more people to use the service and keep more cars OFF the roads, alleviate congestion and pollution and save money in freeway/road maintenance and new construction (new lanes, etc.) If government is serious about a sustainable future it will look for ways to INCREASE service.</p>
<p>I think that the amount of service cuts on the Eastside are RIDICULOUS. How are any of us supposed to be able to commute properly? I believe this significant an amount of severe change is going to do nothing but FORCE people away from using public transit, because most of us just will not be able to afford the all of the extra time & inconvenience in our commutes. I have ridden public transit in this state, purposefully, for over ten years, and I am rather shocked & dismayed.</p>
<p>you have to keep the 271 going to Issaquah and the 43s and 48s going to u district</p>
<p>Dedicated bus lanes on the freeways. Ridership will soar when people can get where they are going faster in a bus than in a car. More support and integration for bus and bike culture (more bike lockers at park and rides), easier to use bike racks on buses.</p>
<p>Public transportation can affect the environmental, social, logistical, and overall quality of life components of a community. This is a service that benefits everyone, regardless of age, race, gender, political affiliation, religion, socio-economic status, sexuality, etc. by not only providing transportation for those who do not own their own means but also by reducing traffic in a congestion-prone area. Public transportation also supports tourism and helps them spend their dollars here. Doesn't it make sense to work together on a solution that is so positive for the vast majority of the community and your constituents?</p>

<p>Due to severe cuts in Metro budgets, it's becoming increasingly harder to choose public transportation as a viable option. King County residents need more public transportation - more bus routes and buses at least every half hour. Car traffic is a huge problem in our county, especially in Seattle, and most car commuters are single-drivers that are commuting because there are no convenient bus lines in their area. Many people who work in Seattle live outside of it due to costs of living, and it will help our area's traffic enormously if there are fast & frequent bus lines in their neighborhoods to choose from. Please choose to turn Seattle and its suburbs into a truly functional urban network by giving the people who vote for you this: affordable & convenient public transportation.</p>
<p>I would have to call this cut-back tragic to the greater Seattle area. I have always been proud of the great transit system we have, but now that will definitely no longer be the case - and, I will most likely have to start driving to work in downtown Seattle, so this is a significant financial hit for me personally compared to riding one of the convenient routes near my place into downtown Seattle each day - all but 1 of the routes near me are being completely deleted, so everyone from the other 4 major routes will be on that bus - which is going to be horrible.</p>
<p>Since I am legally blind I use buses to travel to entertainment/venues and other places. if you cut off services before 10pm I would be stranded wherever I am. Also If I were to work again I need earlier services starting at 5 am North, South East, and West! If you cancel #60 to Myers Olsen Way I won't be able to visit my mom except to walk 3 miles up a hill and back down...Don't do that to me!</p>
<p>This proposed service cuts will adversely effect our local economy in several ways. Bus service is the best way to keep vehicles off of the road and reduce traffic congestion. The service cuts will make getting to a job more difficult and prevent some people from being able to work because they wouldn't have adequate transportation. With the proposed service cuts, more vehicles will be on the road (longer commute times) and fighting for the limited parking that is available.</p>
<p>It appears many of the cuts are in South King County where there is a high need....as usual. Hit the already disadvantaged a little harder</p>
<p>I depend on METRO TRANSIT bus route(s) #60, and #124 to get me everywhere I need to go. If you DECREASE SERVICE for these routes I will have NO TRANSPORTATION!! I'll have to no way to go to the grocery store, my doctor(s) appts., etc.</p>
<p>I believe local gov't's should work together to encourage us to use private cars as seldom as possible. This could help our personal health, and the planet's as well. However, many of us who already choose transit are low-income and/or disabled as in my case. I understand the need for cuts, but the #60 routes takes us to all the hospitals, doctors, and pharmacies. Please continue to fund this run, perhaps less frequently during the day, say at 30 minute intervals?</p>
<p>Kent Station does not have enough spaces for bus riders and train riders. I don't have parking when I get there at 8:00 am. When this reduction takes place, there won't be enough parking because everyone will take the train. This has forced me to drive all the way to tukwila to get a parking spotting. Come this reduction, tukwila train station will not be enough and would force me to drive to work.</p>
<p>Do not eliminate any more routes. Please. It is unfair to poor people, poor working people. The previous cuts were devastating enough to West Seattle. The elderly and disabled depend on the bus. To eliminate routes is wrong. This will strand the disabled and elderly people that live on the 21 and 22 routes. The removal of the 66 will prevent cancer patients from having an option when traveling to Seattle Cancer Care Alliance. The 120 is one of the busiest routes in West Seattle. To lengthen wait times and not run until 2am is more than an inconvenience. It is a matter of safety for people who need safe, affordable transportation late at night.</p>

<p>I live in Georgetown and use metro transit to commute to work downtown. The proposed cuts would significantly affect my ability to commute by bus to and from work. The proposed changes reduce the routes servicing the Georgetown area from three bus routes down to one bus route, of which the remaining bus route would come at a reduced frequency than it currently does today. I am specifically concerned about the proposed changes to the 106 and 124, as they affect my ability to get into work and get home from downtown at a reasonable time and hour. Additionally, the 60 route is used by many in my neighborhood to access health care and other services and the proposed cuts would have a big impact on their ability to access these incredibly important services.</p>
<p>At a time when more and more people are relying on public transit to get to and from work it's totally unacceptable to be cutting services. Many people don't have any other options and for those that do, cutting service will add more cars to the roads.</p>
<p>Keep your hands out of the pockets of drivers. You already shoved a \$20/year fee down our throats disguised as a congestion reduction fee.</p>
<p>I live in Georgetown and rely on metro transit to get to work downtown. The proposed cuts would significantly affect my ability to commute by bus to and from work. I am specifically concerned about the proposed changes to the 106 and 124. Additionally, the 60 is used by many in my neighborhood to access health care and other services and the proposed cuts would have a big impact on their ability to access these incredibly important services.</p>
<p>All tax payers contribute to support this service and riders pay as well. Please do not eliminate the 25</p>
<p>Cutting routes while adding Rapid Ride lines has not helped Seattleites at all. In fact it has negatively impacted us. The Rapid Rides are not really rapid (at all), and cuts of entire bus routes mean some people have to abandon using the bus at all, and have to resort to driving, which is expensive. I think Seattleites would approve a levy to restore funding to King County Metro. If we could at least get a levy on the ballots, people would feel there was hope.</p>
<p>I take the bus to and from school every day, and both the major routes I take are being cut.</p>
<p>Cuts will mean setting Metro transit back at least 20 years - when you could not get to or from Queen Anne, West Seattle, or anywhere outside the downtown core. By not funding Metro transit you will be jeopardizing people's jobs, culture, etc</p>
<p>I am asking that you don't cut the route 7, 7 express 40, 48 or the D line I depend on Metro I don't have a car</p>
<p>Public transportation is a vital part of the lives of those who do not own a vehicle. Owning a vehicle, including insurance and fuel costs, is a luxury in our society, and Seattle as a city does not consist solely of wealthy individuals. It concerns me greatly and makes me wonder what elected officials - all of whom can afford to (and likely do) drive a vehicle for their own purposes - are thinking. They represent the entire populace of the city, and therefore must find a way to set their own personal lives aside and think with their constituents in mind.</p>
<p>We must retain our express routes so that workers can get to their jobs in reasonable amount of time each day. Workers will be spending much more time riding on regular route buses and those buses will be horribly crowded (express routes are already crowded to max.), and if riders must drive rather than ride the bus, they'll spend more for gas, car maint. and parking than what it would cost to raise fares (even if fares were raised \$5 or more per day per person, that would cost the rider \$100 per month additionally, which would not compare to the cost of driving and parking downtown or other places).</p>
<p>Seattle has a decent public transit system. Nowhere near as good as some cities, but pretty good. I have a car, but I frequently prefer to take the bus rather than fight traffic or find parking. Some people don't have that option, and rely on buses to get around. Please keep funding Metro transit. Let's expand our transit system rather than force it to shut down!</p>

<p>A huge portion of the people who work in Seattle bus in from outlying communities. Cutting funding to Metro potentially hurts job prospects and careers, hurting the area economy.</p>
<p>To raise the fares again, would be irresponsible. Providing bus service in an area where gridlock on the highway is a concern is very important. Keeping the bus service as is allows those riders to get to work and return home with out driving. Keep in mind many riders on the bus do not have cars. Any change in the system would greatly impact their ability to travel anywhere in the county. Would it be possible that consolidation of bus barns would work? Perhaps decreasing the fleet size without decreasing the routes and still allowing for a replacement bus when necessary. If 401k's are set up for employees, perhaps Metro doesn't add as much but drops a percentage in the employee matching program. Work schedules are changing and have been over the last 20 years. People work all times of the day. I work a midday to late night job occasionally working in the morning. Knowing there is a nonstop bus to Seattle in the morning is helpful when planning my day. I am aware of a few others that take the 158/159 and rely on it daily. To delete those routes adds time to their and my commute. I would like to see Metro keep as much as possible. 17% of the routes is quite a bit. Thank you for the opportunity to share my experiences and thoughts about funding for Metro transit.</p>
<p>Decreasing service will affect a lot of people in a very bad way. Many of these people are students who don't drive and who use the bus as their only means of transportation to College and University. These students, with the cost of tuition, are not able to afford a car and the cost of gas as an alternative for the bus. It's a disservice to society to make it even more difficult than it already is for young people to get an education. Metro is a vital service to so many students, and without it they are going to be left with no alternative method of getting to school.</p>
<p>I rely on route 41 to take me to a job that supports my four dependants, all young children. I also rely on route 41 to get me home to them in the evening. This bus comes every 10 minutes or so. At the convention center tunnel, I typically have to wait for 2 or 3 of the route 41 buses to come and go before there is room for me to get on the bus. The other night, while myself and a dozen others had been passed up by a route 41 driver, one very crowded 41 pulled up. There was visible room in the rear of the bus for people to squeeze together. A gentleman standing near me was pleading with people to please squeeze together, it was his daughter's fifth birthday and he needed to get home. This is an example of how under serviced that route is. When you have 90 plus passengers, crammed in two rows in the center aisle, spilling over the yellow line, and each is paying an average of \$2.25... for a ten minute commute, I don't understand the reason why such a popular and profitable route would be up for reduced service? Keep in mind these 90 passengers are also overloading route 41 every 8 minutes, as a new one pulls up and is overloaded. This is a standing room only bus in the mornings as well.</p>
<p>Metro is an integrated means of transportation in the city. For working professionals like I am who rely on Metro to commute to work, it is very important to me that Metro provides the same amount of service, if not increases. The only reason I don't drive to work is because I can count on Metro. If I can keep another car off the already congested freeways, I'd prefer to do so.</p>
<p>Funding for transit is very important. If Seattle wishes to compete with major U.S. cities, a robust transit system is imperative.</p>
<p>income tax, corporate tax.</p>
<p>How is it possible that we are not allocating funds to public transportation as our population grows? The county revenues must be increasing as more housing units are built. It's unfathomable that an emphasis isn't placed on public transit.</p>

<p>Since I don't drive, I rely on public transportation - mainly Metro Transit - to get to and from work. While I'm unemployed right now, I hope to get a permanent job in 2014. Because I live with my parents for the time being, I will be riding route 158, one of the routes proposed to be cut, as part of my journey to and from work. It's the only route serviced by the 7 stops that are within a decent walking distance from my parents' house. If permanent funding can't be found, I will have no way of getting to my future job. Please do what you can to find permanent funding for Metro Transit so people like me (no driver's license) can get to and from work.</p>
<p>by your poor economic choices and poor route planning, you will have made it more difficult for me and others to get around the city of seattle.....i am 80 years old and use the bus exclusively....there will be places i wont be able to access or it will take much longer and be more inconvenient.....as usual e-w access will be impacted more than n-s.....why???? dont people e-w pat taxes too</p>
<p>I live in Capitol Hill (Summit and Republican), where massive new apartment buildings are seemingly going up around every corner. Many of these have limited (or no) parking. It's completely counter-productive to increase density in neighborhoods like this while cutting transit service. I own a car, but drive it only once in a awhile (mostly to get out of the city and into the mountains), partly in an effort to reduce my environmental impact and avoid traffic, but also because my 100-year-old building has no parking, and trying to find street parking nearby is a nightmare anytime after 5 p.m. (including when I return from said outdoor excursions). Therefore, I rely on the bus for many personal trips. The 47 is the most convenient way for me--and anyone who lives north of Olive and west of Broadway--to get downtown. Without it, not only will I have to walk farther (and therefore be tempted to drive), but the frequency of available buses coming back from downtown will be much greater. (It's not very comfortable waiting for a bus at night at 4th and Pike as younger female, and I typically grab whichever one gets there first--the 43, 47 or 49.) I also frequently use the 8, 43 and 49 to meet friends in other neighborhoods (U District, Ballard, Eastlake, Central District, Queen Anne, etc.) as well as connecting to light rail and Amtrak. All of these trips will be much less convenient with reduced service and make it that much more tempting to drive, as miserable as that can be.</p>
<p>Do NOT cut busses around the University District. Thousands upon thousands of UW students rely on these busses to get around and cutting them would cause major clogging on other routes and inefficiency on the busses.</p>
<p>Aside from making it difficult for people to get to work and school, there are many downstream effects of cutting buslines and schedules, including having an impact on pollution, the economy, and the attractiveness of living in Seattle. There are already many issues with parking in downtown, and around congested areas in University District, Green Lake, International District, etc. If there are decreases in funding for metro, many people will choose to drive instead if the option is available to them, which will create even more traffic and parking congestion in these areas. It also could potentially affect businesses, in that people may decide not to make a shopping trip downtown if their bus schedule is decreased or cancelled, and may choose online shopping instead. This could further decrease the funding collected from sales tax. There is also the impact on the real estate market; people may prefer to live in different areas, causing an increase in value around areas where there is still good transit available, and a decrease in value in other areas. This can affect both renters and owners.</p> <p>This change very much cuts down the attractiveness of living in Seattle as opposed to another metropolitan area with a good metro system which operates at night and with a high frequency. It disappoints me that a city like Seattle, which prides itself on composting and recycling and being environmentally friendly, would cut down the budget for public transit.</p>
<p>Please don't take away our service! We have many citizens that rely on this service for their livelihood!!!</p>

<p>Why has a proposal to merge Sound Transit and King County Metro not taken place? The institution of Sound Transit has hurt King County Metro. Mass Transit should be in the hands of the people. Sound Transit seems to be a blocker to this. Sound Transit should be cooperating with King County Metro. Riders from Sound Transit should be switching over to a KCM bus when they enter King County.</p>
<p>That some of you make decisions and probably don't even ride the bus. How can you decreased the routes of the 143? It only runs AM & PM, and the bus is always crowded by the time it gets to the Renton Transit Center, and it doesn't run on the weekends, so if you don't have a car, you are stuck if you live long Maple Valley Hwy. It definetly doesn't have low ridership - EVER. And cutting back it's counterpart the Dart run 907. If you are going to cut back, just have it run an hour after the last 143 to downtown Seattle, and maybe run every 1.5 hours. And the 167, you guys have been trying to cut that bus out for years. It's the only bus that goes straight to the UW from Renton - I use to ride that bus when I worked at the UW. Where do you get it has low ridership? That bus is crowded also and only runs AM & PM. Who wants to catch 2-3 buses to the UW. You will have to leave your house earlier in order to be on time to work or school. And lastly, stopping the 271 from running through Bellevue College is crazy. I am a senior citizen and not able to walk to the school from the stops around the school. That bus is full of students and employees. The students probably don't care, but I do. On a nice sunny day, that "might" be ok, but during the rain and anything like the weather we just had is out of the question. If you stop this bus from cutting through the school, there is no other bus from Bellevue College from the transit center. The bus runs every 10 or 15 minutes. I would have to catch a either the 555 to Issaquah and get off at Eastgate P&R which is no different than getting off at the stops for the new 271 route. I would like to know where you get your data from regarding "low ridership" or low performance routes cause that information is so not true about the 143 or 167.</p>
<p>Don't cut the 60's route!</p>
<p>As the cost of living (renting/owning) increases in the metro, people are being pushed farther and farther from the city center. Sales tax is already unfairly regressive and disproportionately hurts the working poor. Metro bus cuts are insult to injury! Further, many - like myself - who are on the margin and still live in the city center choose not to have a car due to proximity to transit and the cost of parking. In order for this equation to work there must be reliable transit lines in close proximity to where people commute (work and home). Metro is ironically creating induced-demand for single driver single car scenarios by dramatically cutting or eliminating bus routes. I depend on the bus to get to work and with each cut it's increasingly difficult to make bus community sustainable for my quality of life. Distance from bus stops and distance (in time) between buses is a reduction to my quality of life in the city (and the metro).</p>
<p>Please keep the Route 14 line as is so that we can get to the light rail station from our house. Thank you.</p>
<p>Efficient and affordable transportation keeps the economy of King County moving. More cars on the road will make us less efficient and costs more. Please do everything possible to expand Metro services.</p>

<p>Routes 21x and C-line are already packed during commuting hours. Further reductions of other routes and schedules in West Seattle will compound this problem. Buses will be full, driving by scheduled stops without picking up any more passengers because there is no room. Folks will be late for work and risk losing their jobs. Last Tuesday evening I was on a C-line that was packed like sardines leaving DT Seattle. I still have a lump and bruising from being whacked in the forehead by back door. We were so tightly packed that folks couldn't move out of the way fast enough when the door opened to let passengers off at a stop. I'm also very concerned about the elimination of route 22. The service was already reduced a year or so ago - negatively impacting the ability of Chief Sealth and Denny students to get to school. Now, Metro and Seattle Public schools will be providing no transportation to the students at these schools.</p>
<p>Thanks to Metro for all they do. I just graduated from college and moved to Seattle for a research job in June. My workplace (Seattle Children's) provides Orca cards for all employees -- a big reason I took the job. Metro was my first introduction to Seattle. It was the way I got to work, and the way I explored the city. It's how I went to get my groceries, and how I got to friends, to the doctor, to the bike shop. Metro is what allows me to live where I do -- somewhere I can afford, and still have a reasonable commute. The people I see on Metro buses are all good people who need them. Transit is not a luxury. Thanks to Metro for making Seattle a good choice for me.</p>
<p>If you take away our routes, some of us will be unable to get to work unless we drive -- and pay for parking -- which is prohibitive downtown. That means people will lose jobs, businesses will lose business. This is really a bad idea. More cars on the road. More congestion. More expense.</p>
<p>Mass transit is crucial; expanded service, not cutbacks!</p>
<p>We could use a direct route between Seattle and the San Juan Ferry</p>
<p>With traffic congestion in the Greater Seattle area, it makes sense to provide good mass transit options. Eliminating or reducing routes will be counter-productive. One comment I heard is that the metro traffic patterns should be re-thought so that there should never be an empty coach (as in first route in the morning or last route in the evening); there should always be passengers. This might increase revenue. There should also be a better system for transfers, as Metro is losing revenue by people saving and re-using their driver-issued transfers. I appreciate having Metro as my commute option, though it takes me twice as long for my commute as driving. With the proposed route cuts, it might put me back in my car and on the road. This will be the case for many others. In addition, people who have ONLY Metro as their method of transportation, will be negatively impacted as well. I read a remark that Seattle is one of or the "smartest" city in the country. Reducing routing will place us "back in time."</p>
<p>If there is a budget shortage, you have to decrease service. Keeping commuters happy would be nice, i.e. keeping high occupancy times on specific routes open. Not closing routes entirely, but examining them more closely. Consider not running every bus through downtown. Perhaps re routing would help with fuel consumption and cost. We have been very lucky to have such excellent bus service!</p>
<p>Metro transit is used by many people. Cutting back on specific routes impact not only future usage (if it's cut, maybe service on that particular route will never be restored) but how people view Metro transit services. Rather than getting more people to use transit, these cuts may cause people to drive because specific routes are no longer available. Funding should be provided to maintain current services at the least.</p>
<p>More advertisements on buses.</p>

<p>This is the city. We NEED public transit. There is absolutely NO WAY I would own a car while living here. What with parking and traffic, its pointless to own a car. Especially when you have buses ready to take you where you need to go, and I'm not sure what would happen without them.</p>
<p>Metro is an ESSENTIAL service for our city and county. I place it right up there with public education and higher education on the list of funding priorities. Please help ensure all citizens have access to transportation, and ensure we reduce our environmental footprint along the way.</p>
<p>Metro has already cut service routes and make other changes. My sense is that in this financial crisis, the best thing to do is simply cut frequency rather than reducing or cutting routes or route segments. This would maintain what is left of the system or network while meeting the crisis. In the past it has been very difficult to return to routes and route segments once they are deleted -- and yet the network, at least in the central Seattle neighborhoods, is pretty good. Better to keep the routes, reduce the frequency, maybe even consider no Sunday service (as other providers have), until funding can be resored. Once there is funding, then it makes sense to tinker with the network.</p>
<p>We need the 27, 8, 14, and 48 to increase service, not undergo cuts. The Central District is underserved, and the Light Rail stations (Mt. Baker, Capitol Hill) and streetcar (14th & Yesler, Broadway) have cut the CD out of the mass transport network further. DO NOT CUT our busses and further isolate us, creating further negative economic impacts!!! We can't get to work, and people can't get to our places of business!!!</p>
<p>The better the bus system, the more likely people who could use other forms of transport--i.e, car owners--will be to use it, which would be good for everyone. Cutting funding for buses makes our county less green, increases wear and tear on the infrastructure, makes traffic worse and makes it harder for anybody but car owners to keep working. Thank you.</p>
<p>State elected officials need to quit playing partisan games and pass a transportation package.</p>
<p>We MUST find the money. There is NO WAY that the entire system can take a 17% overall cut. I ride every day and ALL the buses I ride are full.</p>
<p>The more people get out of cars, and into buses, the cleaner the air is for everyone to breathe, and the overall congestion of the region's streets and highways will diminish. Good for everyone.</p>
<p>The elimination of both Routes 37 and 57 will leave riders like me with only one option for bus service. The 56 is already overcrowded, with the bus often missing the last downtown stop. The elimination of the 37 will cut off a whole area of West Seattle from service. With the elimination of stops and reduction of routes, we're literally stranded - with longer walks (often up very steep hills) and worse service than we had before the horrible, useless C line). How about some Metro execs take paycuts to help cut expenses. With ridership up, Metro shouldn't be bleeding money the way it is.</p>
<p>We need more bus service between Issaquah/downtown Seattle and Issaquay/Bellevue. Issaquah is a HUB city of Maple Valley, Renton, North Bend-People drive from afar to use the Issaquah Park and Ride. I have to race to get a seat on the 214 - especially in the Seattle to Issaquah commute in the evenings. SEEMS VERY UNFAIR to charge for parking spots. The Metro cusomter rep. told us this morning it is to curtail carpool riders. Why punish us? VERY UNFAIR.</p>

<p>With more and more traffic on the roads Seattle and King County should make it a priority to fund public transportation, increase its efficiency, promote its use and make it more accessible for all to use, not less. Cutting service disproportionately affects those already at an economic disadvantage by making it more difficult to get to work reliably. People already complain about traffic and these cuts would give even more people with the means a reason to put more cars on the road creating even more congestion. In most materials you state you are cutting metro up to 17% however these cuts will affect West Seattle, where I live, even more (at least 27%). Many cities look to Seattle for its forward thinking, creativity and ingenuity. However these cuts to public transit are moving the image and livability of Seattle backwards for its residents and visitors. I hope you do the right thing and reconsider these drastic cuts.</p>
<p>If the proposed reductions actually happen it will have a negative impact on already bad traffic. I commute from Issaquah and it's proposed to cut the number of buses by about 50%. Every bus is already very full, often with no more room to fit any people crammed in the aisle. If anything, we need an increase and not a decrease! This should be a transportation priority.</p>
<p>I've seen an increasing number of bus commuters in the past couple years, and while I think the recent reduction of bus stops was fine and necessary, reduction of bus service (particularly in areas that need it most) would be detrimental to Seattle as it matures into an upper tier city.</p>
<p>Reduction in transit service will increase SOV on the roads and result in increased road maintenance costs. Pay now or later, but pay in some way. More city dwellers have sold their second cars or even gone carless based on good transportation options. We are able to get not just to work but to appointments, family events, shopping, and entertainment. There are so many reasons to keep transit coverage past weekday rush hours.</p>
<p>Perhaps spending all that money on new rapid ride bus stops was not the good idea you thought it was.</p>
<p>We need public transit.</p>
<p>I don't have a car. So many of us don't. Busses are my way to get to work. I do freelance work so need transportation to a variety of neighborhoods. Biking is not always safe due to traffic and/or weather and/or lighting. Public transit cuts disproportionately affect the lower middle class (me) and poor. Find the money. Investing in transit has present and future benefits.</p>
<p>I personally would support a massive tax increase to ensure regular and reliable transit. Transit is essential to the growth and functioning of our city. It can't withstand being constantly on the chopping block.</p>
<p>The price to ride (\$2.25) is extremely high and has increased by \$0.25 every year since I moved here. Please stop the increases before it becomes unaffordable to ride the bus!</p>

<p>Transit is a significant part of my everyday life. I rely on it to: 1) Commute to classes at the UW, 2) Travel to work, 3) Travel to social activities, and 4) Complete everyday errands. I am fortunate enough to own a car but do not consider it a sustainable option individually at an economic, social or environmental level: 1) Gasoline is expensive, 2) Parking is costly and difficult to locate, 3) Driving solo is wasteful and adds to congestion, 4) Unhealthy (less walking), and 4) Perpetuates all of the problems we currently see that result from cars. There is no denying that Seattle continues to grow and it is a very significant part of our state economy. Poor mobility reliant on vehicles ONLY affects everyone in King County in terms of lost time, money and a worse physical environment. The citizens of Seattle need transportation options to accomplish their daily lives. Not everyone can or wants to own a car. As a healthy adult I have options but they're not very safe or efficient. Bicycling is still very dangerous in Seattle and transit is infrequent and not as reliable as it could be even before cuts. Please enable King County to separate itself from State politics that has little idea or concern for everyday life in King County by developing funding that makes sense for the goals of the region which also benefits the rest of the state indirectly.</p>
<p>Metro has been well run and the drivers are professional. Don't allow it to be privatized.</p>
<p>Working with state legislators, especially east King County Republican senators, to convince them of the need for funding Metro Transit. Especially hurtful is the cut in SR99 mitigation funding, long before the tunnel project is completed and the need goes away.</p>
<p>Public transportation is vital - for the environment, for not creating greater disparities in the class divide, for keeping our traffic challenges from becoming even worse than they already are. If bus service is decreased, all of the above issues and other potential consequences will only be exacerbated which will be detrimental to our region.</p>
<p>I think the proposed cuts and reductions are the worst thing metro can do. I work on eastlake and know for a fact the 70 and 66 are always packed during peak trips. And the 167 is utilized quite frequently on a daily basis. If cuts like this are made, I guarantee you will see ridership go way down, causing metro to lose even more money. Figure out a better way. Our transit system is already a joke outside of Seattle city limits.</p>
<p>If you need to save money, confiscate the transfers after use. Many bus riders keep their transfers for future use, thus eliminating the need for paying.</p>
<p>Discontinue with those paper bus passes driver's give out to passenger's paying with cash/coins...recently took bus to downtown and paid cash, paper pass was good for 3 hours!?! Even if for 30 minutes or more, Metro is losing \$\$\$ with these! Consolidate to smaller vans like Microsoft's with bicycle racks...even trailer's if they can do it so can Metro! Blend lower use routes with smaller vehicle vans like #25 through Montlake...besides is it worth discontinuing leveled areas when it these routes that are needed for snow/emergency. When was the last time Metro was audited? Outside firm conservative lense can give ideas where to 'fix' loopholes and trim the waste, Restructuring is always good and necessary every now and again.</p>
<p>I observe many buses with few riders</p>
<p>We need to get off this fund/defund treadmill.</p>
<p>I think that Metro should be providing more service but that is never going to happen. Decreasing service only makes a terrible problem worse. Most people can't afford a car, gas, insurance--the state needs to understand that every cut they make puts those people more at risk than they are now. I work for a non-profit. We can't take care of any more people (though we do our best) because our funds have been cut to. Someone needs to say "Enough"</p>

<p>Although I recognize some of the difficulties in coming up with ways to generate revenue to support things like public transportation, I think it's of the utmost importance to make sure that a substantial investment goes into public transit. Subsidizing bus service helps to encourage people to use it in the first place by making it more cost effective than driving, not to mention how major a role it plays in the lives of people who can't afford to keep or maintain their own cars. Even as someone with a limited income, I am happy and proud to pay taxes that help keep public transit funded; quite simply, I'm going to be paying to travel one way or another, and I'd rather do so in taxes that help other people, too, instead of keeping money that'll just pay for my car or my gas. This is not even mentioning the environmental impact of additional cars spewing pollution into the air if people lose the option of taking the bus instead. This issue is too important to just let slip because of "politics as usual".</p>
<p>Why not make the senior citizen reduced fare a means-based benefit? Those seniors with adequate incomes (and I count myself in that) could pay full fare.</p>
<p>Please services that are available or increase the number of buses to some stations like Bellevue College, Bellevue Transit Center.</p>
<p>I use the bus anytime I have to go to downtown Seattle or across 520 bridge. I would be fine with paying a higher fare because when I offset it by the cost of parking in Seattle and the 520 toll it is still a big saving. Not to mention not having to deal with traffic.</p>
<p>Metro is essential for me to get to my job. I would like to have more flexibility, not less.</p>
<p>We need bus service to allow students to get to campus and employees to get to work. Many people cannot afford a car to drive. I personally have a car but I commute via bus every day to come to the UW. Many of us use Route 167 every day to get to UW for our jobs. Many students who cannot afford to live on campus take that bus to get to classes. Buses help everyone because they reduce the number of cars on the road. This means that non-bus riders benefit from those of us who take the bus. I am willing to pay more for transportation. I would like to know what legislators are considering and what the King County council would recommend. These ideas should be on the Metro web site. Clearly we need a dedicated, larger funding source. Sales tax is not enough in the current economic climate.</p>
<p>I know money's tight but, this is just plain wrong. If those of us with jobs can't get to work (on time), our economy will Never get better. I currently use a 601. 3 of the routes that make this run are on the chopping block. I will not be able to get here (on time). I am coming in from Snohomish & need to be in by 7:30. I can barely walk & am already doing a mile to get to my 1st stop. I don't mind a bit of a crowd but common. These proposals are INSANE. There Has to be another way. Let's find it.</p>
<p>I know funding Metro transit is difficult, but it should be a priority. Many people, myself included, rely on Metro to get around the city to work, school, and social events. I have already been frustrated on some days with the overcrowding of buses to see bus lines cut would be a real detriment to the city and its surrounding suburbs. In addition to find funding, are there other ways to cut funds without cutting bus service? Cutting bus lines should be the absolute last resort and even then, funding must be found elsewhere to prevent that from happening.</p>
<p>Transit is an integral part of a busy urban area. If we put all those people who rely on bus service and other forms of mass transportation back in cars, there will be an increase in traffic and it will set our city and outlying areas back. We won't be able to concentrate on the important things that I love about living here--quality of life, arts, neighborhoods, walkability, etc.</p>

<p>I would like to see more service! I use the bus every day to take my dog to the park, go to college, go to work, work in my community garden, go the doctor, and run errands around the city. Sometimes I ride the bus 6 times a day because I don't own a car. The bus is my mode of transportation around the city every day. Please consider the impact these cuts will have on those of us who make below median income.</p>
<p>Decreasing service is a compounding issue - If buses are less convenient, there is less motivation to consider switching to public transportation, or to continue using it. I am already asking myself what the "tipping point" for me is - at what point will the additional time required to get to work by bus be enough that I decide to drive, even though I would prefer to bus and believe in it.</p>
<p>I drive the bus and ride the bus. At a time when there is more ridership than ever, service should definitely not be cut, but increased.</p>
<p>Focus on areas of heaviest ridership.</p>
<p>I took 243 from North Seattle to Bellevue everyday to work. From my home to Lake City is about 10 mins drive. It is not possible to take 372 and then take 271. 243 only has 3 buses operated in the morning and 2 in the evening. It won't operate for some holiday, the day after Thanksgiving and all Christmas week. 243 are all packed all the time and I am not so sure why Metro still say it is one of the lowest performance bus. I have been taking all 3 buses in the morning and 2 in the evening, 95% of time all the seat are taking and sometime people have to stand. How Metro can say it is a low performance buses. I would highly recommend to keep the 243 line. Please contact me at 2063350686 if you need more of my opinion.</p>
<p>Please do not eliminate the #12 bus. I use it at least 10 times per week and don't know what I would do without it.</p>
<p>You need to spanded the metro transit 903,908, 187, and 182. Reduced running to get to place I need to go. oshictic get around with metro and access my mother is no legs. She need access services.</p>
<p>Save our buses, especially in the University District! This affects many UW student commuters.</p>
<p>Do not change the bus route for number 12. This makes it increadingly difficult for the Holy Names Academy students to get home.</p>
<p>I understand the fiscal necessities that lead to considering reducing busing service, but, in my estimation, the existing service is already minimal. I hope elected officials can find other cost efficiencies in ticket prices, salaries, benefits, and permitting before cutting services.</p>
<p>I take the 26 and 28 buses that go down Dexter ave. north every day. They are always full. About a third of the time, it's standing room only. Every day, when I'm on the early, mid morning buses, the driver is forced to quit picking up passengers, because it is literally impossible to stuff anymore people into the bus. I assume these people don't get the luxury of making it to work on time. It's very disturbing to me that there are plans to eliminate the 26 and 28. We need more service on Dexter Ave., not less. There are more people living in this area all the time. Metro's plans to get rid of most of the bus service in our neighborhood would greatly decrease our quality of life here. I would have a lot harder time getting to work, and many would have to look for alternative ways to travel. There are so many more people living in this lower Queen/South Lake Union area now. If Metro goes through with these cuts to our transportation, this area becomes a far less attractive place to live.</p>

<p>This city is not a car friendly city. Bus service even within Seattle city limits allows me to save money on parking fees and still make it to my various jobs (plural) on time. If bus service goes haywire with more crowded buses and less reliability that severely impacts my ability to navigate between jobs in a timely manner. This could impact my job performance reviews, pay grade, and even my ability to earn enough money to live in the city. Reductions on bus services impact everyone, not just the people who frequently ride the bus.</p>
<p>Riders should pay @ least 50% of the costs before you start asking car owners to pay more to fund metro! After increasing fares, I would be willing to support Option B.</p>
<p>Please do not decrease the frequency bus runs, especially after dark.</p>
<p>I work with low income seniors, veterans, people with disabilities, immigrants, refugees, and college students, who are very reliant on the current level of service to function in their daily lives--work, school, medical appointments--and staying connected and active. Not only is an increase of service to some areas of the county needed, a decrease would have a significant impact on these members of our community.</p>
<p>Instead of RapidRide you should have used that money to keep this ridiculous service reduction from happening. Do the people who run metro even ride the bus? Why not raise taxes or licensing fees for people who drive instead of punishing those of us who cannot afford a car and DEPEND ON THE BUS FOR OUR LIVELIHOOD.</p>
<p>I understand costs have escalated but public transportation has got to be one of the most important things offered to the public. I only use the bus for commuting purposes but it will have a huge affect if the buses are diminished. I work downtown and the parking, while insufficient if we all drive, is enormously expensive. Please try to keep as much of the existing buses and schedules in effect as possible.</p>
<p>Cutting Metro transit funding is extremely short-sighted, the only option that I will have once my route is cut is to get in my car and drive downtown. A functional society needs good transit options.</p>
<p>If you want to see how much public transit cuts down our already outrageous traffic congestion, just hop on a #372 bus as it leaves the UW campus any day between 3 and 5 p.m. The bus is pack beyond capacity for much of the ride. I look at every face on the bus and think about how bad traffic would be if each of those riders was driving a car. Funding public transportation, including enlarging and improving the outlying Park & Ride facilities, should be a priority for our state and local governments.</p>
<p>Please do not cut the #12 bus. I use it twice a day.</p>
<p>It's difficult to sympathize with Metro's lack of funds when it seems that inordinate resources were used to build the Rapid Ride before actually testing to see if the system would be effective. Educate us on how that was a good use of funds and what benefits were gained. I live in an area served by RapidRide, so I would be a beneficiary theoretically, yet I am not convinced that service was improved in proportion to the expense and inconvenience to cars.</p>
<p>Funding metro transit decreases the amount of traffic on the road and the amount of pollution in the air. In a state with already horrible traffic and tolls on the bridge, giving as many people an alternative option to get to work is important</p>
<p>When the construction for the tunnel began, I switched from driving to work to taking the bus. After the proposed cuts go into effect for routes 121,122 and 123, I will go back to driving to work. It is already a fight to get a seat in the morning and afternoon commutes. With fewer choices, it will only get worse. I already have way too much to deal with in my life to add this unnecessary frustration. See ya in the highway 99 parking lot.</p>

<p>Find a damn spine and enact progressive taxes to fund Metro. You'll spend our money on pro sports arenas for the rich, eliminate the RFA for the poor, and double fares on the poor (when buses in Washington, DC cost \$1.60), but you won't stand up for justice or equality. Unemployment, food, and other benefits have already been slashed. I'm not voting for any more sales tax increases no matter what.</p>
<p>Our household would be willing to pay a little more to be able to keep the bus service in our residential area. My husband works in Seattle and takes Metro #250 to work. This is one of the routes that is listed as being eliminated if a funding solution is not found. The Overlake Transit Center is also an option in our area; however, the parking lot fills up very early in the morning.</p>
<p>A decrease in service areas as proposed will only make congestion worse and will leave the impression of service as less reliable. By decreasing the length of routes riders will need to switch buses more often and commute times will grow and ridership will fall. I would fully support any tax measures that would maintain or increase the routes already in service, including income tax or any voluntary taxes. This is the only state I've lived in where there is no income tax.</p>
<p>They need to be aware of what the transit dependent are asking for. Politicians are making long term zoning and construction decisions based on the existence of transit systems that are only ephemerally financed. This will backfire in a big way.</p>
<p>Please keep bus #12 on 19th ave e.</p>
<p>Keep the 12 because it is how I get to my other activities.</p>
<p>Please keep the #12 bus service on 19th Ave East north of East Madison! About a hundred girls (and more) use this bus everyday. Please don't eliminate it!!!!</p>
<p>If service must be cut, follow the Service Guidelines and cut based on productivity. Don't cut the full bus runs from South Park and West Seattle in June before cutting lower-performing routes and runs starting in September.</p>
<p>Please do no reroute the #12 bus, as many members of our school rely on it to take them to and from school each day.</p>
<p>If we cannot even maintain the rudimentary transportation system we currently have, you can't expect the area to be a magnet to ANY new businesses. The economic future of King County is at stake now. One small example: cutting the southern half of route 8 would be kissing goodbye to all the new potential customers moving into the ever-rising condos of Madison Valley and further south. At the very least, the #8 could use E. Madison & Martin Luther King Blvd. as the turn-around point, rather than 16th & John, thereby catching one more neighborhood. Thank you.</p>
<p>Metro and it's service has been one of the best in the US. Now that decreasing service is inevitable, it will make it more challenging to encourage ridership if routes are eliminated or ridership becomes more crowded on the buses.</p>
<p>King county council should not have cut funding for mass transit. Reduced mass transit will only add to pollution and road problems, including increased degradation of road surfaces, requiring more money later to fix. This short-term solution will only add to long-term problems. A transit property tax should be enacted for residences and businesses to provide more stable funding than sales tax. Obviously, a sales tax solution will create shortfalls with every recession, and cannot be considered an adequate or stable source of funding.</p>

<p>If bus service is cut further, it will be much more difficult for me to take the bus to work. In order to manage my work / life schedule, I will need to drive to work more often, possibly every day. That puts one more single-occupant vehicle on the road. (Because of my non-regular work hours, carpooling does not work.)</p>
<p>Metro has already implemented cuts in service. As a city that regards itself as first-class, environmentally-conscious and community-oriented, I am shocked that additional service cuts are being proposed and our legislators are taking no action.</p> <p>As someone who lives in SW Seattle near White Center, I rely on Metro services to go to work. Actually, I take pride in the idea of supporting public transit and a cleaner environment by taking the bus 5-6 days/week.</p> <p>While I am physically able to walk a few blocks to catch the bus, many in my neighborhood are unable to walk the additional distance to catch the bus. As a low-income neighborhood, I feel like our service has already been reduced and additional cuts would have a severe impact on people's ability to go to work, appointments, and shop.</p> <p>FUND METRO SERVICES!</p>
<p>If efficiency is improved with premiums charged for cash payment, elimination/reduction of routes that don't meet Metros standards, modest fare increases ~\$0.50, and fraud reduced through allowing only one use of a paper transfer, and that transfer surrendered to the driver - I would strongly support a tax increase to cover the balance of Metros revenue shortfall. This should primarily be collected with car tab fees, with little or no increase in the sales tax as the sales tax rate is already high, and cars benefit from the reduced congestion buses provide.</p>
<p>Having a metro transit system in place is vaulable to the community. It reduces the amount of cars that are on the road, which reduces the consumption of vaulable resources such as fuel. People who take public transit as their sole means of transportation will be forced to find more expensive alternatives which will hurt our economy. Right now our economy is getting better, whether people would like to see it or not. By raising the bus fare and creating more stops the community will benefit as a whole and the metro bus system will be able to fund itself. Where there is a means there is a way. People can afford an extra slight increase in fares, but not many people can afford a car, gas, parking and the effects of a society that is more centered around the individualist rather than the whole.</p>
<p>The 48 Express is full to standing room only every day that i ride it....How on earth can someone claim it is qualifies as an "Underperforming" route? Tells me a lot about how decisons are being made on upper levels by people who never set foot on a bus.</p>
<p>I am a young adult with a disability. I am unable to drive because of my disability so I rely on metro transit to get around to places I want to or need to go.. If metro cuts bus routes I may no longer be able to use the buses to get around and that is a huge problem for me, I rely on the 372 and 931 in woodinville the most and wouldn't be able to go anywhere without those metro routes..Please find a way to keep service increasing and a permanent source of funding.. People like Me with Disabilities depend on Metro to get around so please do what you can to keep services so we can access our community..</p>
<p>Please maintain 245 and 271 service to Bellevue College.</p>

<p>Metro and community transit is vital to the Seattle community as well as the surrounding areas. I use metro every single day whether I'm commuting to work or meeting a friend. I don't have a car and I don't want a car - it's not even a financial option for me. Transit is the core of our community. If people are unable to get to businesses the businesses will suffer. If people are unable to get to work the community suffers. This isn't just about being green, although that is a plus, this is vital to the lives of King Co. residents. Seattle prides itself on being diverse, vibrant, young and innovative. Reducing and eliminating transit is exactly opposite of these things; it is a step backward and stifles progress. Funding for metro needs to be a top priority and if we must raise taxes on home buyers, car drives, etc. then so be it. If we must raise taxes on other items so be it. Cutting metro should not be an option.</p>
<p>Cutting service as proposed would have severe impacts. Buses that I take are already standing room only. If the cuts go through, I expect that riders (me) will be left at the curb. I will be late for work and the business I work for Downtown would suffer.</p>
<p>Funding transit should be an immediate concern with the measurement in funding increased aligned with congestion growth. Far too many busses are fairly crowded as it is. With a reduction of other bus routes, the main bus routes will become even more impacted. It would make my daily commute to downtown even more of a hassle. I would suggest we focus heavily on allocating funds required to keep our transit running smoothly.</p>
<p>Can we finally pass a goddamn bill so that there is dedicated funding for Metro? This is embarrassing. We are supposedly the smartest city in the country, but we can't figure out that you have to FUND PUBLIC TRANSIT FOR IT TO RUN. Oh wait, who cares about us poors.</p>
<p>I'm all for a property tax, increased sales tax, that'd be available when from creating a transportation benefit district. Although, politically it might make sense to limit this to King County's denser areas.</p>
<p>people with money pay taxes. people who can't get to work, well... no money.</p>
<p>Fund metro not a bike lane street sweeper!!!!!! Bikes don't pay the taxes auto drivers do!</p>
<p>It will be an absolute embarrassment for Seattle to lag behind Portland and other major metro areas when it comes to mass transit. Reduction in mass transit hurts the most vulnerable in our community including people with disabilities, the elderly and those living in poverty. In addition, mass transit helps unclog our roadways and minimize environmental impact. There are no bad outcomes that result in having excellent mass transit. We need to be a leader in this area!!</p>
<p>If you cut service, how are all low-wage workers going to get to work??</p>
<p>How much do these big construction projects contribute to transit funding? If hundreds or thousands of apartments or offices are being added, the businesses building and using those buildings should be providing financial support for increased transit service in the area. Also, as much as I would hate for my property tax rate to increase again, it seems a far more sustainable and fair way to raise funds than a sales tax increase.</p>
<p>My family is well off financially and could live and work in any major city. We specifically chose to live somewhere where good public transportation supports our values (to reduce our impact on the environment) and we love the northwest. If bus service is reduced further, we would seriously consider moving to Portland!</p>
<p>With this recent idea of reducing the amount of service for selected routes if the budget is being stretched perhaps the elected officials need to consider taking a pay cut so there is more money that can be directed towards mass transit which is an essential part of living in the city.</p>
<p>the county should be using all that money They are paying for bike lane for buses! Peoples pay is going down the poor getting poorer and now you're taking away people's only means of transportation. The only way they Have to get to work??</p>
<p>A flat 3 cent increase on sales tax would help solve the problem. How could anyone complain about an extra 3cents? not to include food products of course.</p>

<p>it's insane, in a city with the traffic problems of Seattle, that we would consider cutting metro. it should be a priority. How much has been spent on the 1-90 and 520 corridors over the last 20 years?</p>
<p>It seems like Seattle's priorities should be focused on increasing bus availability in order to get cars off the road (helps with traffic/congestion, parking problems, and environmental issues). I understand that with the budget cuts we're facing, it's a difficult issue, but decreasing bus availability is not going to solve the problem... it seems that there must be other solutions to be looked at.</p>
<p>Please integrate more with our regional transit authority, Sound Transit, just like every other metropolitan area in the country (e.g. MBTA, CTA, MTA). We need more consistent and available service. Not localized, county managed, limited service where you need to pay extra for a RideShare that has no flexibility to get you to your stop or to your place of work.</p> <p>Puget Sound is an incredibly large metro area. Trains would be the most efficient and cost effective way to manage routes between our communities. Invest more in Light Rail and other train services from the north end down the I-5 and I-405 corridors.</p>
<p>Transit should have funding! I personally find myself frustrated that there's no easy bus route from downtown Kirkland to my job in Bothell, even though there are good transit stations in both locations. But I would also like to be able to use buses to go for an evening out in Seattle and then get back home to Kirkland afterwards.</p> <p>In general, though, if we want to poise ourselves as a region as leaders in the environmental movement, we need to have a strong transit system. Four years in Los Angeles showed me that I want to live somewhere where I don't have to drive everywhere, and I've been grateful thus far for a bus system that at least gets me into Seattle when I need to be there. I'll soon be moving to North Kirkland, near the Kingsgate Park and Ride, and chose that location specifically so I'd have even easier access to buses than I do now. However, if service starts getting cut, my decision may have been in vain. I'm sure I'm not the only one aiming for a life with a lower environmental impact. Please help us reach our goals, for we won't be able to do much for the environment if we don't all work together!</p>
<p>It's prohibitively expensive to park in downtown Seattle and many neighborhoods barely have the space needed for residents' cars; in addition, the elimination of the viaduct is predicated on the idea that we will be taking cars off of the road. We cannot operate a city with reduced transit. We must increase it.</p>
<p>Having frequent and affordable mass transit service that reaches all areas of our community is very important to prosperity in our region. 17% cuts are too massive on top of the recent cuts to regional transit. Priority funding should be given to mass transit (bus and rail) funding and not to building roads, Alaskan Way viaduct replacement, or Columbia River bridge replacement. Mass transit fares need to be carefully controlled to not overburden those who need it most and can least afford it: reduced fares or rebates should be made based on income, and this should be done without increasing funding for everyone else.</p>
<p>Please raise taxes and maintain the present level of service!</p>
<p>Provide better service to/from West Seattle.</p>
<p>Public transportation is one of those things that should be heavily subsidized by government. It is not a corporation that needs to be "in the black". A healthy public transportation is tied to regional productivity, job growth, migration patterns, social justice, economic vitality, and so on, so being simplistic about how it should fund itself is short-sighted and ultimately bad for the region.</p>
<p>i am international student which is study in Bellevue college and we have 1200 internation students in BC. we really need 245 and 271 going the same roud that it does because the majority of students who use your busses are international students</p>
<p>End the proposal of cutting the most well used bus stop on the 245 and 271 - If in effect I have no way of getting to Bellevue College and would have to drop out.</p>

<p>Please do NOT cut busses that serve unique areas of the city, i.e. the 12.</p>
<p>Funding should be a priority for transit. The less route access for people the more cars on the roadways. All of the different agencies should be combined into one central agency to support the region not the different counties.</p>
<p>They should decrease the fare or extend the transfer ticket time range.</p>
<p>Don't force us all to drive cars.</p>
<p>I understand the need for economy, but instead of decreasing bus service it should be increasing it. At minimum it should be no less than it is. The bus stops at Bellevue College should not be discontinued. Some students will have no other way to get here. Particularly for low income students. Others will start driving, adding to the traffic congestion that already exists, particularly on the southwest end of the campus near the park & ride. Busses are hung up there late afternoon in particular due to the traffic and dumping the bus routes on campus will just add to the chaos. Ask your bus drivers in that area about the congestion problem and I'm sure you will get the same story.</p>
<p>Incentivize small and large companies to subsidize metro devices on routes serving their employee or service populations. Cos. can sponsor lines, etc, like the routes that serve a large pop of Amazon employees at South Lake Union.</p>
<p>Please do NOT decrease the route for #12. Please do not end the route of #12 at 15th & Madison. Many people, included myself, utilize the route through 19th avenue for Country Doctor or the WIC office.</p>
<p>It is incredibly frustrating and upsetting that the elected officials cannot figure out a way to raise the money needed for bus service. It is deplorable. The traffic in the greater Seattle area is horrific - some of the worst in the country. Over the past decade, there has been a call to increase bus ridership to reduce congestion on our roads and to reduce air pollutants. Many of us have listened and acted. The Mercer Island P&R is full by 7:30 am; the buses during 'commuting hours' are standing room only. I ride the #205, one of ONLY two bus routes that goes from the Eastside along the I90 corridor to First Hill. It then goes on to UW. There are only 3 runs in the morning; I have ridden the first 2 runs which are standing room only. The first bus is full of health care workers from Harborview, Swedish, Minor & James, Virginia Mason, The Polyclinic, and UW. The second bus has more Odey School and UW students. Both are packed. The other bus route that comes from the Eastside to First Hill is the #211. Both the #205 and #211 are on the chopping block. The cuts will require us to take a bus to downtown Seattle and then transfer to get to First Hill or the UW. The additional commute time and hassle will turn many riders back to their vehicles. It is incredibly short-sided. The people that say "I don't ride the bus so I don't really care if service is cut" don't realize that cutting buses will create more vehicles on our roads...which will affect all of us. I am truly disgusted.</p>
<p>The reason Seattle is doing well is because of public transit. To gut the system would seriously hurt neighborhoods that are not within walking distance of downtown and would hurt Seattle's current standing as a destination city.</p>
<p>There isn't enough parking in the city, so a decrease in service would cause more parking issues. It would also increase downtown traffic. Getting from Olive street onto the freeway is over 30 minutes already. This would increase it exponentially with additional cars on the road</p>
<p>I hope that there have been extensive studies on which routes lack riders and at what times those are so that King County doesn't have to lose lines as much as just frequency of buses on those lines.</p>
<p>shorten some routes Like the 99 by a few blocks at 5th and Jackson and delete Unnecessary loops on the route 8 and Route 60 the Jackson Street Yesler Ave and 23rd have already have frequent service on routes 14, 27 and 48 Just run the Route 8 on MLk wy Route 14 and 48 already provide frequent Service to the Mount Baker Transit Center. The loop on route 60 can go to just keep it on Broadway</p>

<p>We need to support Metro. We need to have a local option to raise the tax money to support Metro</p>
<p>Funding for mass transit benefits everyone and should be getting property tax revenue as well as sales tax and fares.</p>
<p>Raise rider fares</p>
<p>I am very worried about the upcoming reduced service planned for Metro, especially as it effects Capitol Hill/Madison Valley.</p>
<p>I think elected officials need to have a long term plan in place for the long term vitality of community. Reducing and or cutting bus service at this time it not a good idea. All the gains that have been made in reducing traffic congestion and increasing air quality will be lost. Less buss service equals more cars on the road and more money going to pay for the associated car expenses instead of into the local communities. And who knows when the next spike in oil prices will occur? What will happen to the stability of our community then?</p>
<p>Please do not truncate service for bus #12. The proposed change to stop the route at 15th & Madison would impact the people coming to Country Doctor at 19th & Republican, one of the few low cost clinics in Seattle.</p>
<p>Metro should be increasing service, not be forced to cut back service that has already been greatly reduced in the past few years. Cutting service would make traffic worse, increase carbon emissions, and leave our region poorly prepared for the projected growth in population. We cannot afford to cut service and leave millions without a reliable, affordable, and environmentally beneficial way to get around.</p>
<p>I would be willing to pay a higher sales tax, or find something else to cut to increase Metro Service to what it needs to be. It is very unfortunate that at a moment metro service needs to be expanded, we are thinking of cutting it. With all the current construction, more metro service is needed, not less. The easier and faster metro service is, the more people will take it. There needs to be big promotion and expansion of metro services!</p>
<p>If anything, metro needs MORE funding.</p>
<p>I know that funding transportation is an ongoing problem, but what does our fare pay for? It's not like the bus is free. Why should we have to pay even more money?</p>
<p>Concerned with the increase of car traffic downtown and on I-5 with the construction work on 99. More funding should be diverted to increasing bus service to help alleviate the congestion of traffic that will occur.</p>
<p>No, I think that Metro needs to have a full audit about where the funding for all buses, all expenses, EVERYTHING, as threatening users with unacceptable cuts to get more money doesn't resolve the budget and funding issues!</p>
<p>I used to live in Ballard and felt like it was becoming overcrowded, so much that I would feel lucky if I got to STAND on the bus into downtown, or be able to push my way off the bus once it got into Ballard before the driver shut the doors. There is absolutely NO reason to cut funding to the Ballard area. I now live in West seattle and enjoy riding the water taxi, but on the days it does not run I do ride the bus and use public transit religiously. I do not own a car so if funding cuts are made I will have to resort to car2go/zipcar/lyft, etc which costs a lot more money just to get to where I need to go.</p>

<p>I would love to live in a city that allows me to be car-free. While visiting Montréal last summer I was amazed at how easy it was to get around without a car. With 2 teenage children, we would ride the bus exclusively if it was possible but we don't ride the bus much anymore because it take 3 to 5 TIMES LONGER to take the bus than to ride a car anywhere (provided the bus is on time, which it's usually not if coming from downtown). It is completely impractical and not workable for a family to get anywhere on time using the bus. In West Seattle, the buses come too infrequently (if they even serve an area at all outside of 9-5 work hours). Buses at 10-15 min intervals & decent weekend/off-peak service is needed if you expect metro to be a viable option to driving. By the way, not everyone works 9-5 in downtown Seattle!! European cities, NYC & Montréal all seem to have figured this out. If more people could use metro as their main transportation, your revenue would increase.</p>
<p>As a city with a "green" reputation, we should be investing in faster, more frequent, and more accessible public transit -- not cutting it. These cuts will significantly impact my ability to be a bus commuter, which is my only viable economic option. I wish that utilizing public transportation was not only the most cost-effective choice, but also the easiest and most reliable choice. As it stands, I am hard-pressed to not start saving for a car.</p>
<p>Funding public transportation is a no-brainer. This is critical to the well-being of our region in so many ways, and the lack of it would be devastating. Please work to solve this issue.</p>
<p>Excellent public transport is necessary for a world class city. Lets find a way to fund it, including tax increases, which I will pay and consider a bargain for what it gains us.</p>
<p>Decreasing routes and decreasing frequency on existing routes encourages me to look back at commuting via car.</p>
<p>The mounting of cost of not funding for greater bus service will be exponential. Gridlock with increased cars, gridlock with more people needing to park cars, increased road repair cost, increased pollution and global warming, gridlock on W. Seattle bridge, increased road rage, more people losing jobs due to lack of transportation, increased crime such as stolen cars, and overall loss of quality of life - people fleeing to the suburbs.</p>
<p>On Sunday night I waited for 55 minutes downtown to catch the C line. Really?! I usually have one way on the bus go well and the other has extreme waits outside.</p>
<p>You are putting in a very expensive, unneeded light rail line from Jackson and 5th to Rainier, back to First Hill and then to Broadway, where it meets up again with the underground rail (Union Station to John Street) and where there are 3 duplicate buses on Jackson, no demand from there back over to First Hill/ Broadway, and you are canceling the number 12 on 19th Avenue, where there are always full buses ??? Who is doing this wasteful planning? Are out of your minds? Do you have any financial/planning abilities at all ?</p>
<p>Stop giving tax breaks to corporations like Boeing and you'll have more money to fund bus service.</p>
<p>Dependable,frequent public transit is foundation to the city and county desires to promote density and housing. I'm a strong advocate for public transit and avoid driving at all costs. One idea to help the funding shortfall is to look to developers that are permitted to construct projects with limited or no parking where public transit is present. These developers are saving millions of dollars placing these project near transit hubs thus they should be paying back into the transit system with an transit levy on the property/parcel.</p>
<p>Dont cut 901</p>
<p>Get state transportation package passed; failing that, create an MVET & take independent action in concert with urban districts within King County</p>
<p>the more you cut the current service, the less people will ride, the more congested other forms of transportation will become. If you make the bus system more accessible to more people it will reduce traffic --why is that not a major issue?</p>

<p>Please find the money for Metro service. Without it, our roads will be even more clogged than they are now. The commute from West Seattle is already insane. Without as many buses, the bridge will become a parking lot even more than it already is during rush hour. It's also terrible for the environment to have more cars on the road. My daughter will have difficulty getting to and from her high school and/or keep her on the streets longer as she waits for less frequently scheduled buses. I don't like the thought of that too much, especially with increased gang activity in the southern part of W. Seattle. In addition, reduced bus service will make it impossible for many lower-income folks to continue to live and work in the Seattle area. Find the funding.</p>
<p>Even though I do not actively ride Metro every day, I think it's absolutely critical to our infrastructure and I think we need to be making MASSIVE improvements in public transit (more buses, more rail, better roads etc.) in order to reduce congestion and handle growth NOT making drastic cuts! We have some of the worst traffic in the nation and extremely poor public transportation. We CANNOT start making cuts like this now.</p>
<p>A strong public transportation system is a win for everyone: citizens, businesses that rely on foot traffic, tourist industry, people seeking jobs, the environment, the list goes on. Funding Metro is an investment in our future!</p>
<p>I work in downtown Seattle and live in Shoreline, I take the 308 to work in the morning and take the 304 home in the evenings. You are proposing take away both my mode of getting into work and my way of getting home. There are only so many options of getting into and out of the city from where I live. Must you delete the routes all together? I am not the only person on my bus. Before the 308 was switched to a larger size bus, our bus was packed with people standing for some trips, and the same can be said when I am on the 304 in the evenings. The buses don't run that often, and they are only utilized for commuters, like myself. To drive in to the city and have to pay to park is an expense that I cannot afford, and I'm not being provided with any viable options either. Can you please reconsider the proposal to delete these routes? I'm not speaking just for myself, but for my fellow riders as well. Thank You</p>
<p>Identify the REAL reason for the reduction in funds: Tim Eyman and an economy this is NOT recovering. Nearly 50 Million people are on food stamps. The Federal Reserve is pumping 85 Billion dollars per month into Wall Street bankster's pockets. The REAL unemployment rate is higher than 13% when the unemployed are no longer eligible for unemployment. Sugar coating the issues do not make them go away.</p>
<p>I do not ride Metro because you do not provide service in my area. Once, many years ago, there was a single small bus that stopped once per day and an inconvenient hour about 3/4 of a mile from my house. I rode it half a dozen times but it was so inconvenient I stopped. I have checked numerous times to see if I could take a bus to work. The route is no longer serviced at all. When it was serviced it would take me 3 or 4 hours ONE WAY. So quite frankly, I do not care if Metro service is reduced or eliminated, as it does not serve me.</p>
<p>Increase fares to make the system sustainable. I have no idea what the Metro Transit management situation is, but I suspect that there is too much overhead there.</p>
<p>Whatever it takes, be smart about proposed cuts, certainly their are changes to the existing schedules that can be made and put any funding request before the people with a plan for exactly how it will be spent.</p>

<p>West Seattle has rampant development occurring. How do you think all these new people are going to get around without the transportation they need? Our local leaders approved all this development and now we, longtime residents (40 years) of WS are left to deal with the residual effects, and to top it off bus service is being cut? This is enough to make me want to move out of the city because I cannot tolerate the poor planning that seems to be a constant here.</p>
<p>Tax the rich, subsidize/reward frequent ridership.</p>
<p>This is the worst possible moment in to be cutting bus service, and not just because of traffic and pollution. Social services are being slashed across the board and the populations that desperately need public transit to get to work so they can be self-sufficient are going to be left without any alternatives. These people who rely on the bus are not being heard - these are not the people who can easily get time away from work to get to the voting booths or have access to internet and time to fill out surveys such as this.</p>
<p>Metro should be a priority. More Metro/Sounder, riders less traffic.</p>
<p>I live a block off the 21 route. I don't regularly use Metro, but when I do, the 21 has served me and my family well taking the bus to town or other places. To reduce or eliminate this route and/or others in the West Seattle area while increasing the housing and thus the population of West Seattle is absurd. Like building apartment buildings without tenant parking...how is anyone going to get anywhere if there is no bus service???</p>
<p>We need our buses!</p>
<p>The West Seattle Bridge and 99 NB are already a cluster from 7:30 AM - 9:30 AM and we have an urban village designation resulting in 100s of apartments being built without parking. How is anyone supposed to take transit if you're cutting it?!</p>
<p>Stop putting tax\$ and space towards bikes.</p>
<p>It is clear that a vibrant city is one with good public transport so that EVERYONE can access what the city has to offer.</p>
<p>We need to get local option taxing so we can raise money to pay for more bus service</p>
<p>Fund Metro for population centers and reduce service to outlying areas. It shouldn't be faster to get downtown from Edmunds than from West Seattle.</p>
<p>With an increase in urban density and the prohibitive cost for the young to operate a car it is imperative that we maintain the amount of service currently provided by KC Metro. It would be most beneficial for the growth and sustainability of our city to increase Metro service. Please, please, please make our elected officials understand how important reliable public transit is to the prosperity of our great city. For an example of what not to do just look at Detroit. Thanks, Concerned Citizen</p>
<p>Metro transit is a necessity for many King County residents; it has a direct impact on our quality of life and environment.</p>
<p>Always fight to expand public transportation. The positive impact is immeasurable in so many ways; quality of life, businesses, and safety. Increase public transportation to west seattle.</p>
<p>My retired friends and I no longer have bus service available. We now carpool and never use our Orca card anymore. We live in Arbor Heights, Genesee Hill, Alki area and North Admiral. You now have previously faithful transit riders that are now all in our cars, adding to the general congestion.</p>
<p>The economic effects of decreased service are too great to further allow King County Metro to flounder.</p>
<p>West Seattle in particular has many high-density developments in the works--that have been promoting West Seattle as a "transit hub". Cutting routes to this neighborhood will strand many new residents.</p>

<p>METRO has done all it can to avoid making cuts--raised fares, trimmed some routes, reducing frequency. If we want Seattle & King Co to reduce congestion & allow commerce vehicles to move more efficiently (including trucks from Eastern WA) as well as get people out of their cars and improve air quality, METRO should not be hit with any cuts. Pass a fully funded transportation package!</p>
<p>There are currently more than three construction projects near the Junction alone building condos/apartments/apodments. Cutting bus/transit service will cause a huge bottleneck issue on the WS bridge!</p>
<p>No cuts to service in transit-dependent areas in our cities</p>
<p>This type of cut disproportionately hurts middle and low income families who rely on public transportation to get to work, school and otherwise get around. We should be increasing services so that it is easier for middle/low income people to get to work AND so that there it is more convenient and cheaper for other people to take the bus vs. driving a car. We need to provide increased access to jobs, decrease road congestion and decrease our carbon output. Public transportation is THE KEY to all of this. I would ride the bus daily if I could drop my daughter off at school, go to work and back again in about the same -- or even half again -- the time it currently would take me to take a minimum of 3 buses (and 2 hours one way) today.</p>
<p>We need increased service within the city of Seattle. We need service to increase to catch up with the growth within our city limits. Focus funding where the population density is. West Seattle has high density and should not have so much bus service cut.</p>
<p>I understand that decreasing service will help with cost-saving measures. However, I think it is important that routes serving low-income communities not be as severely cut as those serving people who may have alternative methods of transportation.</p>
<p>You can't cut services any more!</p>
<p>I think cutting Metro service is the worst idea I could possibly think of. I understand that funds are lacking. However, cutting investment in such critical infrastructure as transportation will worsen quality of life, decrease economic opportunity, severely increase traffic and climate change emissions, and continue to put huge pressure to drive and maintain our unsustainable (and deteriorating) freeway systems. Put simply, funding must be found. Taxes must be increased. Fewer transportation opportunities will severely impact all of us.</p>
<p>pay for the bus service or take all bus service away. and see how the cities will get people to work</p>
<p>King County Metro should be able to fund the services if the legislature is unwilling to fund these services.</p>
<p>Cutting back the busses will just strain the economy. If it's more difficult to get to work, it will be more difficult to get it keep a job.</p>
<p>Cutting back Metro service will significantly increase the number of vehicles on the road, which in turn will increase traffic, accidents, and road maintenance needed. This will wind up costing the county more in the long-run.</p>
<p>We need to explore alternative routes such as water taxies, streetcars, and rail systems.</p>
<p>Better transit (bus) service would serve a lot more people than many other county services do. It's a quality of life issue for many people. Please find a way to fund more bus service.</p>
<p>Cutting bus service is detrimental - many depend on consistent and frequent transportation options</p>

<p>Please provide service between Renton Highlands and Issaquah. Many reasons to do so: We are in the Issaquah School District and there are many high school students on altered schedules who could ride the bus. There are new transit centers at Newport Way and the Highlands in Issaquah. There are two arterials to choose from: SR900 and Iss-Hobart Road. Development of new housing continues non-stop in Renton Highlands and in Issaquah. There is a route that serves Lake Kathleen which is really out of the way and can't be serving that many people. Can you alter that route to serve more of us?</p>
<p>A lot of people will lose jobs, because if you can get to graveyard but not get home, or can get home from day shift but not get to work - some people may be able to car-pool or something, but a lot of people will lose jobs and a lot of hospitals, hotels, fast-food, retail, etc, will lose workers.</p>
<p>There is simply no excuse for Metro service cuts at a time when traffic is clogging the roads wasting our time and money. Even at the current service level potential riders are often not able to fit on the bus and people are standing on bus trips that are an hour long. It just doesn't make sense to cut funding for a system that's already overcrowded and benefits everyone through reduced traffic, not only bus riders. Tell Seattle to kill the inefficient streetcar projects and give the money to Metro. There is no advantage to having a train that drives, think gets stuck in, a lane of traffic. It's just a really expensive bus that can only run one route. The Link and Sounder trains have other advantages, but the Streetcars are a really expensive joke and I'm not just talking about the name for the SLU one.</p>
<p>Metro buses get me out and about and I leave my car at home. Our traffic issues would be less cumbersome if there were fewer cars!!</p>
<p>no more \$20 tab fees... it's like giving a crazy person on the street \$20. nothing will change in his/her life because it's already dysfunctional...</p>
<p>Bus service is critical for our region and is the best way to handle transportation growth!</p>
<p>Funding Metro transit is CRITICAL for thousands of Seattle metropolitan residents who utilize its service daily; and especially for those whom Metro is their only source of transportation. As an employee of a local community college, our students, staff and faculty rely heavily on Metro for transportation. Bottom line: to reduce Metro routes so significantly will have a huge negative impact on our local economy. Equally important is the negative impact on the environment. Simple math: fewer bus vehicles = more single occupancy cars.</p>
<p>A public transportation system is vital to a growing urban area focused on sustainability and cleaner energy. It is contradictory to pour money into extending the Link train and building short street cars (like in First Hill) and cut service from a system that is already in place, that you have the equipment for already, trained personnel, etc. I understand that funding is limited and you must operate within your costs but this is very unfortunate news for me. I value Seattle as a city that is livable without a car and I choose to deal with the inconvenience of bus timing, transferring between multiple routes, etc. to continue living car free. As the use of public transportation becomes even less frequent, stops running earlier, doesn't bring me to the places I need to go, I will be less likely to use it and pushed more towards getting a car. I would like to support Metro and to keep the service, and in fact to make it better, not to lose what we already have.</p>
<p>Find a stable revenue source. Good transit is vital to a healthy economy.</p>
<p>The increased traffic on our already crowded streets will be horrible. People have shown they use and need public transportation. Are you not for the people of this county? Listen to your people. Don't cut, grow!</p>
<p>if everyone thinks the roads are backed up now, wait until you get a bunch more cars on the road.</p>
<p>I think there are some up and coming (downtown Redmond, Google Bothell) neighborhoods in the eastside that would benefit from more frequent/efficient bus schedules.</p>

<p>make metro a stand alone agency. get them away from king county. once with the county. they been going down hill. time for a new system. (sound transit??)</p>
<p>Cutting service impacts people's ability to get to work in many cases. Plenty of people cannot afford cars or parking and this is their only means of transportation. Think about what will happen to these people if you remove critical routes.</p>
<p>A comprehensive, sustainable public transit system is key to the county's livability, impacting traffic congestion, air quality -- even housing development and attracting new businesses to the area (both of which augment the tax base).</p>
<p>Privatize the service to reduce costs and use the savings to implement a program to subsidize fares for the poor.</p>
<p>If you can throw \$8 billion at Boeing, you can throw a few bones to Metro.</p>
<p>We need to keep the busses. Traffic is already bad enough. Removing busses will cause more traffic</p>
<p>Financing Metro transit is an investment in our future. Many people use Metro transit to get to and from school and work. Cutting the lines and reducing service will completely cut people off. With the rising rental rates in Seattle, more and more people are dependent on the buses to get between home and work. Metro transit needs to be funded.</p>
<p>decrease service during non peak times</p>
<p>Take a look at the amount you spend on things for bikes and slash that rather than transit. All people cannot use bikes, but all people can ride transit regardless of age or physical disabilities!!!</p>
<p>the roads are clogged, the HOV lanes are not working as well as designed (i.e. time wise) I know they are moving more people than GP lanes but busses cannot function nor stay on schedule while sitting in non-moving traffic Cutting transit funding (thus cutting service) is the wrong direction for support of the community and info structure, especially for lower income households. Those with higher wages (\$100K+) tend to drive no matter the cost of gas so tax them higher. Everyone becomes impacted negatively by the cut but those hardest hit are always the middle class trying to make a living but now have to spend double their time to get to and from work, only to have large companies get billions in tax relief. As gas costs go down more people are apt to drive alone and cause more traffic. Please do the needful and make our region better by funding public transit over drive alone commuters (gas) add more tolling and gas tax so those that use the roads have to pay more than those that use public options. Now is the time to take action, more roads are not the answer, better public options, higher gas taxes at the public pumps, road tolls and enforcement of the laws on the books (HOV lanes) are the answer. Oh also increase the police especially State Patrol so enforcement actually impacts more drivers. Also please find a way to stop all the cell phone use while driving, we see more drivers texting and emails causing more accidents that ever before, lets stop their madness with better technology and enforcement.</p>
<p>Create routes that take people to light rail. Have Metro and ST share "transfers."</p>
<p>I already commute 3 hrs/ day by bus to get to work. I love my time on the bus, but making the commute longer by offering less options would just be so hard - on my family, my schedule, everything. Please save our buses! My other option would be to take out a loan, buy a car, pay for gas & parking ... I really don't want to do that. Buses are the affordable, sustainable, equitable option. Do the right thing!</p>
<p>Many individuals rely on the public transportation each day to get to and from work, to pick up our children and run everyday errands. These routes that will be deleted, especially those that run through Seattle, where parking isn't even an option, will drastically affect the lives of many families and their routines each day, only making the daily economic struggle much harder.</p>
<p>It seems like you're trying to help bridge the deficit by encouraging more people to drive, resulting in more car tab tax, tolls and fuel tax. Brilliant.</p>

<p>Increase the price of the ORCA card. Increase employer financing or get ride of their incentive programs. Metro should be an independently run, not government supported business. Hard to believe with the number of riders that they can't pay their bills. Hire management that knows how to manage and run a profitable business.</p>
<p>Providing funding for at least maintaining/restructuring existing service, if not increasing, is important for managing congestion on our roadways and also for providing access for those that can't afford a car or afford to commute by car.</p>
<p>I used to take the 260 daily but with only three busses and it being frequently full, I had to switch my schedule and vanpool. It's ridiculous that you plan on removing two routes on the Finn Hill, which will force more commuters to full park and rides, and you are cutting services for the 252/257 routes out of the only local park and ride. Your planners stink.</p>
<p>Transit is important to regional infrastructure, traffic minimization, the environment, and residents' everyday lives. Make Metro funding a priority, please.</p>
<p>The impacts of service cuts are felt most especially by women and minorities, inclusive of those trying to make responsible civic decisions by using public transit as an alternative to personal cars. Without service, extensive economic impacts could be felt, as people lose the ability to get to and from work. It would hurt students, who depend on transit to navigate the busy routes to and from campuses across the city. It is imperative that we not only maintain service levels, but that we work to improve them to make Seattle sustainable and livable both now and in the future.</p>
<p>Increasing funding for public transportation will benefit transit riders as well as reduce congestion for non-transit riders. So, win-win.</p>
<p>FUND IT PLEASE! I NEED IT!</p>
<p>To someone who relies on Metro to get around, another cut to late-night hours means more nights stranded away from home.</p>
<p>The bus is a vital service and the cuts proposed are too drastic. The council needs to provide stable funding with no cuts to service</p>
<p>Our Bus the 173 is used exclusively for commuting to Boeing and for Federal Workers. It runs only 4 times per day and is definitely needed. Many people need Metro not just for commuting but for life needs. Please find a way to properly fund this important county resource.</p>
<p>I commute between the neighborhoods of Capitol Hill and Ballard in Seattle. I believe that Metro and public transit between these two neighborhoods should be increased due to their increasing growth and development and decreasing parking availability. I finish work at a late hour, so frequently use the late service of routes 44 and 43, so would regret to see them eliminated.</p>
<p>Nothing really, the county should allocate more funds towards infrastructure such as roads/transportation, spend less on useless studies/polls about transportation</p>
<p>Public transit in King County needs to be INCREASING! We cannot say we are a Green city or Green state if we are CUTTING public transportation in our major metropolitan area. With the proposed bus cuts, I will go from a bus commuter to a single driver -- because I will not have reliable enough public transport to my workplace!</p>
<p>Why are we spending money on a new streetcar system along Broadway/Jackson etc when the buses already operate in those areas? WHY????</p>

<p>You already ruined a very bus friendly area (Admiral District of West Seattle) and now you are getting ready to make it worse. Shame on all of you. You encourage us to take the bus and then you make it almost impossible to do so. I ride the bus to work everyday. I cannot afford a car or car insurance. You have me held hostage and it make me angry that you can talk about more cuts when 3/4ths of the people who ride the C rapid ride line do not pay. I know this is a fact because I have friends who ride this bus who have not paid since its inception. Talk about a revenue drainer. Some one needs to figure this out. It is us folks who ride who are paying the ultimate price for your inept management of the transit system and your continual whining about lack of funding. You have raised fares and cut service....in what world does that make sense?? I am so sick of hearing about cuts that I am ready to start taking the water taxi (even though it would add considerable time to my commute) or are you going to screw that up as well??</p>
<p>If mass transit is a priority to conserve energy, reduce congestion, reduce greenhouse gases, etc., it makes go sense to cut bus service; it should be greatly increased.</p>
<p>Public transit is VERY important to me because I have no other way of getting to work as I do not own a car nor do I live close enough to coworkers to do a rideshare. Please stop messing with the funding to Metro because it affects thousands of people which in turn affects thousands of jobs/companies.</p>
<p>Please increase funding for Metro. Follow the lead of progressive European cities such as Copenhagen -- make it less attractive to drive (e.g. higher parking fees, charge extra to drive into city during certain hours) and make it more attractive to bus or bike! Look beyond bus vs. car to make Seattle more vibrant and livable. Thank you.</p>
<p>Yes, funding for transit is crucial to our quality of life in this area. Please continue it!</p>
<p>Seattle's is growing rapidly and construction in and around the downtown core seems to be at an all time high. We can't have all this growth without a transportation system to support it. As someone who lives in West Seattle and works downtown I am relying more and more on public transportation to get to and from work. The fact that we even have to consider cutting public transit right now is ridiculous.</p>
<p>I do not understand why you would cut the route 214 # of runs-it is one of the busiest routes out there as it takes hard working people from Issaquah to work-you must be on drugs if you think it is not a busy route!!!!!!get your head out of the clouds!!!!!!!!!!!!!!!!!!!!!!</p>

<p>Dear Metro, I feel compelled to write to you about the proposed service route cancellations and revisions. I cannot understand why you have decided to cancel 74 routes and revise 107? We have a fabulous transportation system and service here in Seattle! Thousands of people – including me – rely on you and your great team of drivers to get us to work and back home each day. You advertise on the sides of your busses “We Will Get You There” and “You Can Count On Us”. Well it sure seems like there will be an awful lot of people who will not be able to count on you! One of the “reasons” you gave for this massive cut of routes is that it will decrease congestion on the streets of Seattle during the Sea Wall and Viaduct renovations. Well by taking away some busses – how many cars will that be putting on those streets, and how many people will have to quit their jobs because they can no longer get to work because they do not have a car? Another reason you stated was the budget and or funding. Well raise the cost of the ticket to ride and move your advertising budget over to where it will do more good. I thank you for my eight free rides in October – but that marketing/advertising was done to increase awareness and get more riders. That must have cost you a lot in postage, printing and bus fares. Now that you may have swayed some folks to actually ride your busses – you chop the routes! You took away the carrot you were dangling in front of us! Of course I am sure you are aware that our economy is finally coming back a little and now you are putting all of those drivers out of a job! You have a Great Fleet of Busses and a Fabulous Team of Drivers! It isn't broke – don't fix it! You will be leaving an awful lot of people stranded!! My Two Cents!</p>
<p>Riding the bus allows me to save money on gas and insurance, money that I am then able to put back into our *local* economy. I also ride to help protect our environment and ease congestion. This is a burden I take on, yet it benefits many others who do not share this burden. I would like to see more effort be made making the general public understand and share the cost of these benefits. I'm frustrated by the constant lip service given to environmentalism when the reality is that the riders who help out the most are the ones who suffer via constant budget cuts. I would support a car registration fees as a way to spread the cost to single car drivers who benefit enormously by my willingness to take the bus.</p>
<p>Metro is essential.</p>
<p>Traffic congestion is going to become unbearable with these cuts to metro.</p>
<p>Funding public transit should be a high priority with already congested roads and highways</p>
<p>Please fund Metro at the current levels and maintain the level of service.</p>
<p>Metro transit provides vital services that ease traffic congestion while allowing non-drivers (elderly, youth, disabled passengers) essential services. Please prioritize Metro transit funding to maintain current service levels.</p>
<p>Figure it out! This is a terrible service to cut; we should be investing MORE. Cutting funding to Metro will result in direct adverse effect on humans, as so many people depend on it. It will also immediately and dramatically increase congestion on the roads and in parking areas. As the service gets less convenient, frequent and reliable, it will drive riders with other options away. It will further damage Seattle and King County's reputation as a progressive, growing, internationally-recognized metropolitan area that has it going on in the urban growth area. It will most certainly either increase my car trips downtown, or more likely, decrease my patronage to downtown. It's the exact opposite direction we need to go.</p>

<p>I have been taking metro more than usual for the past 2 months because my car was damaged in an accident. I live, work and take my child to school within 1.75 miles of my home. The cost of using transit has FAR exceeded owning a car: \$52.50 per month to get my child to school plus \$5 orca pass. \$50 for me--thankfully i have a u-pass through university of washington. I think this is ridiculous--especially as it is often those with the lowest income who have to use transit. It is also cheaper to drive a car and park downtown than it is to take just myself and my child on the bus there and back: \$8. Elected officials and citizens need to support transit with tax dollars--to keep riding affordable, keep greenhouse gas to a minimum, and to reduce the impact of traffic. I feel metro does a very good job with the funding it has, but more service is needed, not less. More routes should also pull off at the U-district from downtown or northgate. there is a dead bus zone between northgate, downtown and the u-district--very limited service from northgate and long lines from downtown on the 70 series. Why don't the major transit centers like these connect to eachother better via I-5?</p>
<p>Metro usually allows me to keep my car parked M-F, but if I cannot rely on timely bus service, I will have to drive several days each week.</p>
<p>Metro Transit supports the economy of King County. Bus commutes reduce street congestion and competition for parking spots. While my family owns a car, I commute by bus and use the bus for shopping expeditions, date nights, etc. Even though my commuter route is likely to be unchanged, changes to other bus routes mean that I will spend less money at local restaurants and stores that I would otherwise have visited by bus.</p>
<p>Tax increase may be necessary</p>
<p>Stop showboating and playing shutdown politics</p>
<p>Metro is the only way that I have of getting to and from work. As a young female, walking is unsafe, as I work early mornings and late nights - this means the only other option is an expensive taxi, as I cannot afford a car.</p>
<p>public transportation makes for a great city. we can be great!</p>
<p>Having sufficient bus service makes more sense to me (and costs less) than expanding light rail service. Less bus service threatens quality of life (especially for low income people) and is counter-productive to keeping Seattle "green" and friendly to citizens and tourists.</p>
<p>KC Metro should NOT be reducing service. I live on Capitol Hill and there is a crane on every block building new apartments. Residents of this dense neighborhood need transportation to get to/from work. A robust, low-cost transportation system is one of the backbones of this economy, and it's incredibly frustrating to see it in jeopardy.</p>
<p>I commute in from an outlying area where finding bus routes is difficult and potentially unsafe. Cutting my route would jeopardize my ability to bus into work thereby increasing congestion and negating my workplace initiative to reduce single passenger vehicles commuting into the organization.</p>
<p>I understand decreasing route services for specific routes but cutting services can be severely detrimental to the working class and students alike. Decreasing route services to whole neighborhoods seems like back pedaling profusely.</p>
<p>Focusing on cars is unsustainable and hurts poor people the most. We must increase mass transit, not decrease. Do not hurt others with your own agenda.</p>
<p>Buses are already very crowded during peak hours and will inevitably get much worse as funding is cut.</p>
<p>I don't take Metro often because it doesn't run enough. If I need to get somewhere, waiting 30 minutes for the next bus is not always an option. If the service was cut more, I'd be even less likely to take it.</p>

<p>I think it's unconscionable that state congresspeople have voted down increased transit funding, despite urging from a bipartisan coalition of King County mayors to increase this funding. I don't take transit often now because I live in Belltown, but when I lived in more distant Seattle neighborhoods I used the bus almost every day. The main route I took to work was cut, and the increased commute (my commute time doubled!) was one of the main reasons I chose to move within walking distance of my office. Please restore transit funding.</p>
<p>Do you want me to lose my job? Because that's the only message I'm getting from this.</p>
<p>People should be motivated to use public transportation to reduce traffic. By having more people riding the public transportation, more money comes in and more quality can be offered, by passing the critical mass point and reaching a plateau on usage.</p>
<p>Cutting transit service in the region is idiotic! It is the wrong direction to go. Cutting service will increase congestion for all, increase greenhouse gas emissions and have more people wasting time in traffic. Many routes are already crowded at peak times and these cuts will significantly increase crowding and discourage people from using Metro. The legislature needs to get its act together and increase transit funding to make a viable Puget Sound region.</p>
<p>Sorry, I live in Everett not Shoreline, and only use Metro for occasional transfers from Community Transit. Here is one person's opinion to consider. I would suggest following these steps in this order:</p> <ul style="list-style-type: none">- Increase revenue from selling advertising inside the buses- Raise fares no more then 10%- Is there a way to increase fares for riders outside King County?- Seek additional revenue from tax payers- Reduce services based on this new level of funding.
<p>more transportation! more buses! more more more!</p>
<p>We need to make productivity increases and raise revenues to grow our transit system. Ecologically and morally speaking this must be a top priority.</p>
<p>The more you slash bus services, the more cars you put on the road. Seattle is a metropolitan city but our transit system seems stuck in the dark ages. Light rail and street cars are dominating the projects while the normal bus routes are going by the wayside. If you cut regular service lines, way too many people will have to transit options. Large cities like Seattle shouldn't have these problems.</p>
<p>Metro needs more funding, not less. Cutting service just makes less people want to use it because it becomes less convenient to use. Take a look at Portland's mass transit system and do what they're doing. It's working!</p>
<p>tax corporations and their incomes. use money that are allocated for absurd dangerous bicycle lanes for a faster direct bus service.</p>
<p>There is already so much congestion on the streets and highways. Traffic would become unbearable with more people driving to work because their bus line was eliminated. Limiting and reducing Metro buses is absolutely the worst decision. Please do not do this to good, tax-paying Seattle citizens!</p>
<p>The buses are overcrowded during commuting hours already. People can get stuck watching multiple buses come by because there is no room and cutting routes and services will only increase these problems and add to traffic congestion. No one likes having to stand on the bus and its made worse when your commute has hours added to it when your bus gets stuck in traffic due to increased vehicles on the road. Raising the cost of riding makes sense, but it also makes it more difficult for low income families who rely on public transportation. If anything the only conversation that should be taking place in regards to metro transit is how much money do they need to increase and improve service.</p>

<p>Like so many other King County residents who do not own cars, I depend on Metro transit to get to work, run errands, shop, see friends and family, and generally contribute to this county's economy. Given that we transit riders have already endured several rounds of significant service cuts and fare hikes (fare hikes far greater, percentage-wise, than any increase in the cost of gas or parking or vehicle registration), I think it's ludicrous to ask us -- generally a lower-income population than drivers -- to bear the brunt, once again, of a shortfall in the country transit budget. A 25% fare hike has a much bigger impact on my daily life and budget than a car-tab fee or gas-tax increase would affect the wealthy Eastside drivers hoping to block such a solution.</p>
<p>How can we the city try and push for more transit and riders if they are cutting routes/service. What makes the bus appeal to riders is the ability to hop on a bus instead of driving. This is especially true for non-commuters who opt to take the bus to social events, for errands, etc. I just don't understand why we would cut services and make it harder to take the bus if we, as a city, are trying to promote more transit utilization.</p>
<p>increase orca card price. most orca card users are middle income professionals who can easily afford to pay more.</p>
<p>Combine multiple transit systems into a single region-wide system. Eliminate the redundancy and overhead caused with the current system.</p>
<p>Public transportation is such a valuable resource especially to commuters, typically the buses I ride are busy or overcrowded. Decreasing service will only make the situation worse and frustrating.</p>
<p>Use a combination of funding methods to maintain service, including reduced subsidies for students and seniors, eliminate off-peak fares (I doubt they affect many people's decision of when to ride the bus), increase bus fares by 50 cents each way, add an on-going transit tax for new multi-family housing/mixed use developments since they contribute substantially to increased bus traffic while simultaneously overcrowding neighborhoods and reducing parking.</p>
<p>People need to get to work in a timely, convenient manner. Cutting service just makes it that more difficult for people to get to work and make a living in an already difficult economy. Come on people!!! Find some other way to keep Metro alive besides cutting all these routes.</p>
<p>Stop cutting routes to areas that need city access. Cut areas where there are plenty of routes instead.</p>
<p>Mass transit is more energy efficient and takes cars off the road which reduces King County's green house gas emissions.</p>
<p>A healthy mass transit system makes the workforce more mobile, and it allows people to obtain and retain outside of their neighborhoods. We need people to be able to work where the work is and live where they can afford, and the bus system plays a role in making that happen. Additionally, congestion in Seattle is bad, and even construction meant to fix some of the problem areas will only do so much. Bus travel is necessary in order to cut down on congestion and waste. Cutting back on Metro will only increase the number of cars on the road.</p>
<p>Why have we not moved forward (and, in fact, move backwards) to increase the usefulness and availability of public transportation in King County? We need to reduce the amount of vehicles on the road. We are one of the worst cities for congested roads yet we do nothing to help alleviate that with public transportation. What efforts that ARE being made do not support the needs of many people. They support only the mainstream areas - not everyone lives in these areas!! Please get on track with what other heavily populated cities/countries are doing - IMPROVE the public transportation system!!</p>

<p>I have taken the,most popular west side transit line 221 for many years from Ed Hill to Overlake (MS area). Then it was changed to line B and reduced. Now 221 is being further reduced. Its funny how the most popular line has been so messed up over the years. I am very disappointed in Metro. I grew up in a town in Wisconsin that had bus service longer and more stable than both Milwaukee and Madison. Why do big cities have sooooooo much trouble with bus systems?</p>
<p>Increasing needed routes and more buses will reduce driving. We need to look to the future and clean up our life styles.</p>
<p>why cut the routes that many senior citizens use from low income housing to downtown or cross town destinations? if you want to cut down on cars, you should keep the bus routes 27, 26, 37, 4 alive, they serve diverse population that needs ti get to doctor appts and shopping hubs</p>
<p>Strong service and ridership go hand-in-hand. Too many cuts will increase use of cars and complaints about Metro, resulting in even less ridership.</p>
<p>You try riding the bus to work.</p>
<p>Cuts are just going to push people back to their cars. And saying that it's ok to have everyone packed in like sardines is ok. IS NOT OK!</p>
<p>Public transit is the only way I can get to work. With the proposed cuts, myself and countless others would be robbed of access to affordable transit. Not all of us can afford to commute alone in a car everyday.</p>
<p>Reinstate car tab fees to pay for mass transit!</p>
<p>The buses are often overcrowded and full already, and fares cannot be imcreased any more to still be reasonable and keep cars off the road. Please increase the budget.</p>
<p>A successful city that wants to build jobs does NOT transportation options for political bull-shit that the GOP is shoving down our throats. Stop the game playing, people, products and services must move efficiently as possible, that includes more buses, rail both light and heavy.</p>
<p>Please do not allow the proposed service cuts to become reality!!</p>
<p>Officials cannot continue to cut service and yet extol the virtues of transit.</p>
<p>Taking a bus from W Seattle is becoming more and more difficult and yet high density building continues at a rapid pace. Many of the new buildings have no parking as the city assumes that all these new folks will be taking the bus. Now bus service from W Seattle has significantly decreased with Rapid Ride and now these proposed cuts. Please do not cut more service from the W Seattle area.</p>
<p>Even thou I don't ride the bus but it is vital for public transportation to be well funded for it impacts so many people on so many levels. My parents, seniors, rely on bus services for their doctor's appointments, grocery shopping, and just getting around. This cutting of services will mean it will cost them more money and time, where they do not have the kind of resources and income. It will impact their quality of time significantly. Please find a way to increase services.</p>
<p>In this poor economy, more people are leaving their cars at home & using mass transit. We need an increase in service.</p>
<p>Your scare tactics are such BS. I worked at Intel. The CEO of the company had the same office as me: an ugly cubicle; the CEO could only stay in the same class of hotel as any employee to be reimbursed for expense; same w/meals and travel. Intel's philosophy was/is that the money goes to reinvestment and stock holders. King Co. "stock holders" are the tax payers. Clean up your own house, tighten your belts, do all that first.</p>
<p>Accept the fact that public transit will always be a significant money loser, but there are social benefits to having an attractive and vibrant system.</p>
<p>I wish they could bring a vote on any taxes to vote on Transit</p>

<p>Seattle and King County are already sorely lacking a robust, reliable, and extensive public transportation network. Any further cuts to Metro service will only make the situation worse and continue to discourage citizens from using public transportation. As Seattle and King County grow, it will become increasingly important for its public transportation system to grow along with it in both size and quality. I urge elected officials to support Metro transit service as a viable alternative form of transportation.</p>
<p>I think u should ask people like me to donate money on the bus. I pay \$20 a month for my pass. I save \$90 a month plus gas not driving my car. I am willing to pay more. And people who have no more money can pay current rates.</p>
<p>Why is it always service to West Seattle that gets cut? Already it takes me over two hours to get home every night because of lack of buses that are so crowded I am standing the whole trip home.</p>
<p>Seattle and King County need more, not less service!</p>
<p>Public transportation is essential to the growth and sustainability of Seattle. Wlthout affordable, available, and efficient transportation, people will need to continue relying on increasingly expensive cars that fill the streets, cause accidents, and pollute the environment. Giving the public an alternative is empowering and displays sophistication in local government.</p>
<p>We should be doing whatever we can to be funding Metro and increasing service, not decreasing it.</p>
<p>Funding for public transportation is critical. More transit riders means less cars on the road, which benefits our environment, health, and even stress levels. The low- and middle-class in the Seattle area depend on Metro. Cutting service may cost commuters their jobs.</p>
<p>If more reductions are made with public transit, we will see even more problems in the area. For some it could mean simply a longer, more difficult commute, but for some it could mean their current job is not longer feasible for them and they could either switch to unemployment or have to find a new job which would cause transition costs (to both them and the state). Additionally, decreased public transit might force some to use cars, increasing pollution, congestion, traffic accidents and other unforeseen issues.</p>
<p>Access transportation is critical for our mentally disabled son, and service is already difficult at times, as he has spent 2 hours getting home from a location only 7 miles from our home.</p>
<p>Increasing funding will have a direct impact in making transit easier and more convenient to use. Easier and more convenient public transit means more people will use it. That will directly correlate to fewer cars on the street, which will decrease traffic, decrease pollution, and decrease commute times, and increase the quality of life in Seattle. Seattle has been found the 8th worst city in the country for traffic (citation: http://www.geekwire.com/2013/inrix-names-top-10-worst-traffic-cities-drivers-wasted-42-hours-gridlock/). There is no way that reducing funding to public transit will fix that.</p>
<p>Public transportation is the life-blood of a healthy city. If bus service is cut our quality of life will be negatively impacted (traffic congestion, pollution), and many people and businesses may choose to relocate to places that have better transportation options. Cutting transportation funding is akin to turning back the clock on progressive/sustainable planning. I, for one, moved to Seattle from Atlanta (they cut public transportation a few years ago) because I no longer wanted to rely on a car to get from point A to B. Let's continue moving forward, not backward.</p>
<p>I have noticed over my 30 years of using metro in Seattle, that ridership on the routes I take (northwest Seattle) has increased. I take the bus early in the morning and mid-afternoon, and these buses are always full, though not packed like the rush hour buses. Density in certain neighborhoods, like Ballard have grown tremendously over the years. I'm very concerned about the ability of transit to get all these people where they need to go. I can appreciate that you're in a tough position financially - aren't we all. I encourage you to carefully consider any proposed changes to high-density neighborhoods - thank you!</p>

<p>I would like to have the 197 bus, just the way it is right now. Many students and workers use 197 to get to UW District and they will be highly affected by the change.</p>
<p>Funding for Metro transit is essential to keep King County connected and vibrant. Reducing transit service will hurt the county economically, as people make decisions to stay home rather than going out. It will increase traffic as bus riders with cars become frustrated with longer wait times or more transfers, and switch to driving. Of course, there are times when there are no other options than to make cuts, but please consider all options to increase funding for this vital service!</p>
<p>market it. the tea party give you wind at your back.</p>
<p>Public transport funding needs to be dramatically improved. A developed city needs developed public transport system that is affordable, frequent and great coverage. With global climate change looming over us, we need to invest in our public transport a lot more and encourage people to take public transport. That will reduce congestion, decrease pollution and improve community life.</p>
<p>I grew up in North Seattle taking the bus and am appalled at the cuts to the buses I relied on most. I am disappointed that bus service at my mom's house, currently available only 1 block away is proposed to move a 1/2 a mile further! I grew up taking the 66, 67, 68, 72 and 73 to school to work to shop and to friends houses. All of those routes have been combined into one mega route meaning at peak hours commuters will be left behind since the buses are already standing room only. These changes, including the changes to the 71 and the 16 will hurt students at multiple high schools, UW and NSCC, citizens who often don't have the option of driving. And this is just one region! A 17% reduction in service at a time when people need affordable and reliable transportation the most is unacceptable, Senators Tom, Fain, Litzow, and Roach should be ashamed of the disservice they have done to their community by blocking the funding. I currently live downtown and am blessed to be able to commute by the light rail system but as my life changes that will also change to and I want to continue my life long bus ridership. Please help fund Metro transit!</p>
<p>Stop wasting money taken from car fees for boondoggle projects like light rail or trollies.</p>
<p>The routes already in place works for me. Taking away 26 and 28 will severely impact the way I get to work, and Seattle will have another car on the road. *Honk* *Honk*</p>
<p>It's shameful how elected officials play with people's livelihoods and personal lives by refusing to increase taxes to support mass transit. Several of the routes that are on the list to get the axe are the ones that my husband and I take to work. Others are ones I know serve many students at the University of Washington and the commutes of many working people's (blue collar and white collar alike). It's short-sighted to cut mass transit in favor of...what, exactly? People affected by the recession do use and depend on Metro. We can't NOT afford to pay for Metro service. People in other countries find American policies on mass transit (particularly how we chronically underfund and underbuild it) to be laughable, and more and more I tend to agree with them. It saves us all money and time if more people take the bus rather than drive personal vehicles. It isn't rocket science.</p>
<p>I would ride more if there was direct service to south lake union. We need more and better bus service to improve freeway traffic.</p>
<p>In a city where so many people actually use public transit, it is ludicrous that the metro system is forced to contract because no one is willing to sufficiently fund it.</p>
<p>You have stated that raising fees would disproportionately affect the poor. I say that by cutting service (rather than raising fees) you are punishing the poor by forcing them to make more expensive travel arrangements or possibly removing their last available option. The majority of commuters could pay more for service, and would, since the marginal cost of parking downtown is so high. Please figure out a way to charge commuters more!</p>

<p>We need major improvements in public transportation for King county. For example, Thursday morning I was not able to get on to two busses to get to work because of them both being too full and finally getting on a third bus, of course having to stand in the rain. This was the 358 route into downtown Seattle, which isn't even seeing route reductions or cancellations, but is being replaced with a Rapid Ride route. I, like most of the people taking this bus, do so because of it running more often and being an "express" route. If other routes were available that were to run more often, there wouldn't be so much overcrowding and people being dependent on a particular route.</p>
<p>If bus funding were to be cut I think it would cause major problems in the local economy and put a strain on people. The steady flow of buses that provide us with transportation allows us to forgo the use of cars. If bus cuts were to be made I am concerned about my daily commute to go to UW.</p>
<p>We want people to drive less. Metro is essential for that. The proposed cuts would leave me, and others without cars, no alternative but to move to new locations.</p>
<p>A strong Metro transit program is essential to a strong Seattle economy.</p>
<p>Metro buses are already overcrowded during rush hour times so we need to be increasing service rather than cutting it. These proposed cuts are going to lead to many more people driving to work instead of taking the bus, thus worsening the city's traffic problem. A strong, dependable transit system will help provide King County with many economic benefits in the long-run. Please provide the necessary funding to King County Metro to prevent these drastic cuts.</p>
<p>My commute would more than double using the alternate routes if the current proposed route reductions happen. I'd be more likely to drive my car than continue riding metro transit.</p>
<p>The idea of cuts makes me furious, especially after Metro threw all of that money away on Rapid Ride and new shelters. Traffic is terrible in Seattle, and the only way to alleviate that and make it a more liveable city is through transit. I have a disability and do not drive. Metro is how I get to my full-time job and how I get around to doctor's appointments, shopping downtown, movies, etc. This is embarrassing for a major city like ours, with already horrible traffic, to be discussing reductions in transit.</p>
<p>Public transit is such an important investment. Affordable, reliable public transit means less traffic for those who use their cars, safer ways home for people going out on town.</p>
<p>It is unfair to claim to be a car free environmentally friendly city, and then remove services to the degree that more people will have to use cars for transportation. The buses are very heavily used in our area and people depend on them to get to work and college. Please find a way to keep the service at its current level. This should be priority for funding after basic public safety and libraries.</p>
<p>Please change the funding so it can be controlled locally, and fund transit to the point where it has an impact on our regional traffic. Seattle is being significantly adversely affected by state legislation. My neighborhood is significantly transit-dependent, and does not have the infrastructure in place to accommodate the additional parking and road congestion a reduction in transit would create. Please do not take our transportation backbone away - we will be crippled. Our emergency vehicles will not be able to get through the resulting traffic to get patients to our hospitals. This is a critical safety issue on First Hill, and to Seattle in general. Increasing transit will benefit all modalities - look at the lesson of Vancouver, BC. This is an issue that is critical to our City and Region's health and well-being.</p>
<p>I moved to Seattle over two years and one of the most impressive things about this city, I found, is the quality and availability of public transportation, especially because I came from an area with no public transportation. A phenomenon that I have been experiencing recently is that buses are too full to even let more people board, causing me to be late for class and work. I think cutting the bus service will be devastating for the citizens of Seattle who depend on public transportation to get around. Instead, we need to be focusing on increasing services so that we don't have bottlenecks during the rush hours.</p>

Mass transit is good for the environment, and decreases traffic.
If service is cut, it will also impact rent/real estate as people compete for areas with metro service
You can't get people out of their cars unless public transportation is cheaper, easier and faster.
Bus transit is a huge part of the University of Washington student culture and convenience and their lives would be HEAVILY shaken without it.
The bus routes I take are always crowded with passengers often needing to stand.
Metro needs to be increased, not shrunk. There are too many people in Seattle who are low wage earners, relying on Metro transit to get to work. They work the evening and night shifts, they work the weekends and holidays and they work the day shifts. As a group they can't afford the gas, they can't afford the insurance, they can't afford the emissions testing and required repairs. As a city we can't afford to have the extra cars on the roads. Please find the money elsewhere, don't cut metro.
I would be willing to pay an increased fare or additional taxes on car tabs, gas, etc... if it means that I don't have to drive my car into downtown Seattle to go to work every day.
Bus ridership not only decreases traffic congestion but is in some cases the only option for many people to commute to work and elsewhere. I regularly experience crowded buses and extensive wait times (10-25 min) due to the continued decrease in services. With more people moving to Seattle, and with many of them choosing density so they don't have to use a car, demand will only continue to increase. It should be a priority of any city, county, or state body to encourage and expand these services to meet the needs of business growth, increased density, quality of life, and quality of the environment. To those jurisdictions outside of Seattle, they should seriously consider that a majority of state revenue comes from Seattle's job growth and our ability to handle increasing populations in our most dense areas. It is in everyone's best interest to ensure that our bus service is continually improved not but, and that Metro employees not be forced to continue to weather the brunt of our shortfalls with their incomes.
Bus service is critical to quality of life for all (riders and non-riders).
Let's do this.
Metro transit is critical for thousands of people. We have borne huge increases in fares and yet demand for transit is high. Do your part and support transit with state funding!!
Please be careful with cutting service around and out of the U district - a lot of students have no other way to travel outside the area.
We need to maintain or increase the level of bus service in the city and the county. Reliable, frequent bus service will take cars off the road and allow a larger amount of people to commute more effectively.
Enough with the partisan bickering! Get your heads out of your asses and do the job WE elected you to do to move the State forward. Otherwise prepare to be unemployed after the next election.
Buses are already crowded on many routes, particularly during commute times. I use to ride the bus more but when they roll up already full and I have to wait for another bus to come along, my car starts to look like a better option. If we want to get more cars off the road and people onto buses we need routes that service all areas, come at frequent intervals and can accommodate ridership.
I live in West Seattle and the proposed cuts would affect me and my commute to the U district. We have already seen severe cuts in service and over crowding on the buses that do serve our neighborhood and the proposed cuts would cause even more stress on the resources we have left. It would also cause severe congestion in the roads and leave many of us with strapped economic resources with fewer options on getting around. I urge you to consider the big picture when making decisions about our transit future.
Renew the car tab tax
Metro is vital and critical to Seattle and its growth. Buses are already too full and more cuts would be devastating. There should be more buses, and routes to increasingly popular neighborhoods.

<p>Please increase Metro's budget so that that the roads won't be congested at ALL times. Busses keep many thousands of cars off the roads and are on a per person basis much more environment friendly than cars.</p>
<p>The buses often run late due to overcrowding (among other issues), which indicates we need MORE frequent bus service, not less. Metro's proposed cuts will effect ALL of the various routes I ride to get to work: 14, 60, 106, 124, 131, 132. The Metro cuts will also effect ALL BUT ONE (48) of the buses I regularly use to run my errands: 1, 2, 3, 4, 7, 8, 9x, 11, 12, 13, 43, 44, 49, 65, 66x, 68, 71, 372, just to name a few. Additionally, on Metro's website with the proposed changes, you make recommendations for alternate buses riders can take in the event that their bus is getting cut. Except that a number of buses you recommend as alternatives are also getting cut, so those buses will experience over-crowding and, likely, delays. For example: the 68 bus is getting cut entirely, and you recommend as alternate options the 73 or 372, both of which are slated to have a decrease in service.</p>
<p>Metro, a strong public transit system, is one of Seattle's most significant strengths. It is friendly to lower income individuals and to the environment. It is tragic for it to be cut.</p>
<p>Reducing bus service will force more people to drive cars, increasing congestion on the roads and creating parking problems. Reduced bus service will also put undue hardship on lower income families who must rely on public transportation to get to work and school. Seattle used to be a place one could live without a car, because bus service was good enough so one could get to most neighborhoods and downtown by bus. With these reductions, that will no longer be true, making Seattle a far less desirable place to live unless one has a lot of money.</p>
<p>Cars do not equal quality of life. Every big city, in order to have sustainable growth, must have a proper public transportation system. Thinking long term for Seattle should involve greatly improving the bus system with more frequent routes and more hubs, expanding the light rail to have more lines (both north-south and east-west), increasing bike path/trail coverage (not just lanes), and tolling current car owners that are a great source of expense for the city and its residents. For some science and data on how cars are bad for the future, a good source of information is the Copenhagenize website. Please reconsider the funding issue Metro is suffering.</p>
<p>MORE funding for Metro! Public transit is incredibly important.</p>
<p>Metro Transit is a vital part of this city. As a student, I use the Metro to get almost everywhere. Cutting the funding for Metro transit would affect many people negatively. With more public transit, there is less traffic and this is better for our sanity and our environment. Do not cut funding for Metro transit.</p>
<p>The funding should not come from new taxes. The state spends too much money in other areas and it should be reallocated to bus service.</p>
<p>Large cities need public transportation.</p>
<p>If service is reduced, 1. Buses will get more crowded and quality will be affected. 2. People with cars will start driving to work, increasing congestion on roads and pollution 3. People without cars or unable to drive will be inconvenienced. I think fares should be increased instead of reducing the bus service</p>
<p>If the busing is decreased, then private vehicle traffic will increase and very likely end up costing King County more than the current cost of providing buses. King County has done so much to promote busing and make busing a viable option for getting around town. To decrease busing now would be a huge disservice both to the population and to the county!</p>

Public transit is an important benefit of living in a city--particularly in a city that prides itself on being green like Seattle does. No more cuts to busses!
a lot of municipal and county policy goals are met or serviced with transit - economic mobility, desegregation, racial equity, economic growth, job creation, environmental policy, wear-and-tear on roadway infrastructure, traffic... metro is a vital service to our communities and our individuals.
Please dont cut rt 190
Public transportation is absolutely critical in today's society. Elected officials pride themselves on carrying about the people of this country and the environment itself. If that is the case, why would you ever cut a program that is critical to thousands of people? By transporting a large mass of people at once, buses are much more environmentally friendly than most forms of transportation. Furthermore, a lot of people that rely on buses, such as myself, can't afford many other forms of transportation. What about a bike, you ask? Bikes themselves are quite expensive. Even if you can manage to get your hands on one, many people's routes to their work are far to extensive to be handled by biking every day. Routes are already limited. A distance that would take 20 minutes in a car, can take me up to an hour due to all of the transfers I must take. Please, as a concerned bus rider, I urge you to consider all possible other options before limiting the metro service. Thank-you.
Stop cutting the service in my neighborhood. We are traditionally underserved and the first to get cut. It sucks.
We need a low income fare.
Reduce service during non-peak times.
I'm honestly not sure how I would get to work everyday without the bus. I work in the heart of downtown Seattle; driving there is a nightmare, and parking is frequently almost impossible. Can you imagine how much worse that will be if the people who currently ride the bus have to drive instead? On another note, my bus is almost always PACKED. It's clearly a service that many people are using, with varying degrees of dependence. For what its worth, I strongly believe that funding Metro services should be high in the list of priorities for the City of Seattle and I know that other bus riders would agree. I very much appreciate being able to use the bus system, and I fervently hope that the value of the Metro is recognized and funding restored.
With increasing urban density and traffic, good public transit is more important than ever.
Should be a high Priority
raise the gas tax to fund it.
This is a social justice issue. Metro should be a top priority to preserve and expand to ensure equal access to opportunity and prosperity for all of our citizens, and bolster a healthier and more resilient economy and society here in King County. A revision of our archaic tax code is far overdue. Please take a risk to ensure that thousands of people can make their own ends meet by being able to move about in our community with ease whether it's to go to work, school, or out to enjoy some amazing cultural opportunity we have in our fine city.
I feel there should be closer examination on which routes to increase service (like the 70's express buses, which are constantly standing-room only) and which to decrease (the 240's in Bellevue are constantly running with rarely an occupant on-board).
King County should be working to increase the quality of its public transportation network, not gutting it due to budget shortfalls. Increasing Metro ridership by improving service is a much more sensible long-term plan when you consider all the costs associated with increased traffic density, even if it requires additional sources of revenue to fund it in the short term.

<p>The Seattle metro area is constantly getting worse for traffic. How are we supposed to solve this issue if bus service keeps getting cut and more people are forced to drive to get to where they need to go? Lengthy and expensive road construction projects are not a sustainable solution to the problem. We need to offer better alternative transportation - that means more routes and longer service times. If metro is more convenient than driving, people will use it. If it's less, you'll just keep cutting routes, which will lower ridership, which will cause more routes to be cut. The snowball won't stop unless you invest in change.</p>
<p>If you want the majority of low-income workers in this area to, ya know, get to work instead of using welfare programs, then Metro should have more funding, not less.</p>
<p>Public transportation is a necessity in this county. By cutting routes, you will steeply increase traffic rates and decrease public transportation.</p>
<p>Making public transportation accessible to all is a very important part of the fabric of a successful city. As more and more cities around the world are striving to reduce car traffic in their centers, these upcoming transit service reductions are condemning the people fortunate enough to own cars to drive more, and people without cars to either have to walk further and further to catch an overcrowded bus that only operates at limited times and no longer takes them to where they actually need to go. While these cuts seem to take into account the needs of the typical commuter, they don't address the fact that not everyone works those hours. Some people work evenings and weekends and would still like the option to take public transit even if they don't work a conventional schedule. The funding logic on transportation issues on the state level is absolutely flawed. It is not possible to reduce traffic congestion without spending more to encourage people to not drive their cars without spending money on buses and bike lanes.</p>
<p>I take routes 4, 8, 27, and 14 regularly during peak times. Out of those four routes, you are cancelling or changing three of them. These routes are already over-crowded. I have been left behind several times because the bus I waited on for at least 20 minutes has too many passengers. These routes are all the people in our neighborhood have to get to and from work. We need more buses on this route not less!</p>
<p>While I completely understand that finding funding for transit is difficult in the current economic climate, it is absolutely essential to the economic vitality and continued growth of our city, on par with Education. While I only use transit occasionally, the majority of my friends and family are reliant on it. We need to be increasing the availability of mass transit, not decreasing it, however we make that happen.</p>
<p>Public transportation needs to be convenient and reliable or more people will choose to drive, which will result in increased congestion and air pollution throughout the region.</p>
<p>Metro transit is one of the best things about living in Seattle. I moved here from Los Angeles where I never got out of the car. I live on Dexter and both the 26 and 28 buses are on the list to be cut. Please find a solution that at least keeps the buses running!!!</p>
<p>i agree that if there is budget imbalances, services should be cut. However, if bus lines do become more crowded, I will be swayed to not ride and find another way to commute</p>
<p>Don't take away our public transportation!</p>

<p>I ride the bus every day and they are often standing room only. Reducing service is only going to make matters worse. Traffic is a major issue in our area and reducing public transportation is a step backward. Also, eliminating service in outlying areas disproportionately impacts those in lower income brackets who can only afford to live in these areas and rely on public transportation to get to work, get needed supplies, and go to appointments. Reduction and or elimination may be necessary but these cuts are deep and hard-hitting. Please find a way to better fund Metro and mitigate at least some of this drastic plan.</p>
<p>Seattle is a great city- 7th in walkability. But our transit is still lacking. As millenials get older, many are still not buying cars. To keep this age group in our city with their buying power we need to invest in transit. And not short term options... Rapid Ride was a waste of funds. Invest in long term, sustainable transit options. (personally, I would love an extensive light rail system!)</p>
<p>Funding is critical. Busses from West Seattle are already overcrowded during commute times. Development in West Seattle will add hundreds of new residents in the next few years - many of them professionals commuting to downtown. Transit funding needs to be a high priority, particularly with the pending closure of the viaduct.</p>
<p>We've approved tax measures for METRO. Why can't the bureaucracy be cut to put more money into actual transportation?</p>
<p>Given the amount of money that Seattle makes for the rest of the state, it is appalling that the Seattle city metro is not state funded. The legislature has shown incompetence in this matter. Ridiculous....</p>
<p>Metro needs secure funding, I would welcome tax increases to bridge the gap.</p>
<p>Too many buses are being cut that serve the Central District. The city is encouraging multi-family development in that area. They are simultaneously shrinking main arterials through that neighborhood, like 23rd Avenue. You can't encourage population density, discourage car traffic, and cut transit to the same neighborhood. That's crazy. The numbers 4, 48, 27, 8, and 14 are all affected!</p>
<p>I have lived east on I-90 for over 30 years and the bus service has never been significant enough to be a viable means of transportation.</p>
<p>Increase fares in order to maintain service</p>
<p>People depend on the routes. I can understand that if there isn't the funding, there isn't the funding, and reduced service is a result. With that being said, and I am sure this is being examined, really determine if routes should be cut vs. reduced. I would much rather have a bus come fewer times in a day instead of being cut completely.</p>
<p>Increasing Metro service is important for so many reasons: climate change, traffic reduction, and equity within our city are just a few.</p>
<p>Too much single driver traffic. We need MORE Public Transportation!</p>
<p>I understand the need to curtail services in order to close funding gaps, but bus service plays a major role in keeping traffic congestion down and providing a way for those who do not or can not drive to get around, not to mention the decrease in pollution associated with taking cars off of the roads. I rode Metro to get to work for years (both from the Eastside into the city and from Queen Anne to the south side of downtown); the proposed cuts would have made both commutes more difficult and time-consuming.</p>
<p>Cutting public transportation hurts the most vulnerable in our society. Additionally, public transportation has an important impact on preserving the environment. The damage is evident in looking at what happened in pierce county when they gutted public transportation.</p>
<p>Public transportation is a vital piece of infrastructure. Other cities and countries recognize this and I don't understand why Seattle can't. I also am very proud of how Metro has worked to try to create the least impact on its riders, given how limiting their budget has been and is.</p>

<p>ROUTE 139 IS THE ONLY BUS THAT GOES TO OR NEAR HIGHLINE HOSPITAL. IT MAY NOT HAVE HIGH RIDERSHIP, BUT IT IS VITALLY IMPORTANT TO PEOPLE/PATIENTS WITHOUT CARS, AND WHO CANNOT AFFORD A TAXI, AND ARE DISABLED.</p>
<p>If you eliminate many of your proposed routes you will find you are crippling the largest economy in the state. The cost of living is so high here that for hundreds of thousands of people, busses are the only option. If those people can't get to work, well its a chain reaction from there. No pay, no taxes which leads to a failing economy - one that is currently the strongest in the nation.</p>
<p>The state legislature needs to give King County the authority to raise needed revenues. It is shameful that this was not completed in the last legislative session. We are asking for the authority to raise our own revenues.</p>
<p>I'm having trouble trying to find a polite, rational way to say this... cutting Metro transit service is insane. It hurts the poor, it hurts the disabled, it hurts people who care about the environment. We may not be able to donate huge sums to their election campaigns, but I, for one, vote.</p>
<p>The service for the Magnolia area has made commuting extremely difficult--to the point that we are actually moving out of the neighborhood in the spring. Unfortunately, the route changes that were just announced would make commuting from virtually ANY location more challenging, which means we would need to stop using ORCA cards and start driving instead. I do NOT want to go that route, but these proposed changes would leave us no choice.</p>
<p>This is my main mode of transportation and the ONLY way I and many of my friends get to downtown.</p>
<p>Cutting back bus service will increase wear on streets, increase the need to spend money on street repair, and increase air pollution from cars.</p>
<p>Are you fucking kidding me? We will have no service into our neighborhood. You are forcing us to the only two other bus lines in our area that will now be standing room only. I don't know how or where all this money has gone. But, you are forcing a lot of individuals back into there cars. Thanks a lot.</p>
<p>Do not cut 269 - it is the only way for my disabled son to get home (Sammamish) from his job in Issaquah. Am also concerned about elimination of 927 - that is only bus to plateau in daytime: why does the plateau get poor bus service vs. everywhere else? Not everyone is super rich here!</p>
<p>For many people like me who can't afford to own a car, our lives somewhat revolve around the bus schedule. In fact, every time I move within Seattle and consider new apartments, one of my top priorities is comparing the bus service. Changes to bus service can be devastating for people's normal routines, especially if they need to commute somewhere uncommon.</p>
<p>Yes, cars are the problem and buses are the solution. So tax the cars to subsidize the buses. This is not a difficult concept to grasp. Show a little courage and take action without an expensive public vote.</p>
<p>Our region is lagging behind other metropolitan areas of our size in the US in the area of public transportation. Cutting the bus service would be detrimental to many communities, individuals, and the city as a whole. If want to improve our economy and continue demonstrating to the country that our state is a progressive leader in reducing inequalities, we should be investing in public transportation.</p>
<p>Who can I contact at the State level to tell them that we need the funding for the Alaska Way Viaduct mitigation to continue?</p>
<p>The buses I rely on to commute to UW are already packed. Cuts will only make this worse.</p>
<p>Safety for riders is important as well as keeping riding affordable and convenient so that more people will take the bus instead of drive their cars.</p>
<p>As Viaduct construction continues, it is harder and harder to commute from West Seattle to downtown. I stand almost every day already, and sometimes buses pass me by because they are already overcrowded.</p>

<p>4th most congested area in the country and you want to cut bus service? Make people who insist on using their cars for everything pay for the upkeep in roads and provide alternative modes of transportation to solve the problem that they are helping create.</p>
<p>Bus service is the only transit option for most of King County. It's vital to the economic health and future growth of the region. In addition to increased service, Metro should be looking into creating REAL bus rapid transit with timed traffic lights, quick and easy access from the street for all passengers, and reliability that makes a bus schedule/ arrival time usable.</p>
<p>Our metro service is extremely important to the huge numbers of our population that are working in low wage jobs. They need a reliable transportation system as their jobs are the evenings, nights, weekends and holiday shifts. To cut metro would mean increased numbers of cars on the road, increased costs to low wage earners for gas and parking etc. PLEASE DO NOT CUT METRO... Cut something else, but not this. Thank you</p>
<p>It's insane to be talking about metro cuts when we need desperately to be addressing problems such as climate change, energy consumption, and traffic gridlock. King County should be focused on using mass transit as one of the tools for addressing these crucial problems rather than reducing service, which will only make the problems worse.</p>
<p>It might be that this feedback is directly geared towards Metro than it is for elected officials, but my guess is they may have this same question. It would be nice to see actual data behind "lower performing" routes. When I see that a bus is full and you're saying it's lower performing I need to understand how you come up with that formula. I can use other routes, but decreasing one that seems higher performing (232) and not changing one that is lower performing (B Line) doesn't make sense without seeing real data. I take both routes consistently to and from work. I will often defer to the B Line, because it's much less crowded and runs frequently (which makes me think it is more costly), but from what you're telling me it's performing better (I can only assume) than the 232. Can you share those statistics with the riders so they can better understand the proposed changes?</p>
<p>People ride the bus when they don't have to worry about missing their connection. They don't ride it if it they have to wait in the rain, walk more than half a mile, or make a lot of connections. Keep, at minimum, the service levels you currently have. Thank you.</p>
<p>Having lived in many other metropolitan areas, it seems to me that your fundamental, long-term problem is that your business model is flawed. And you're about to jump from one bad model to another bad model (new taxes). You should consider gradually weaning yourself of such dependence upon tax support, because, as you've just experienced, it can change drastically in a short period of time. If you expand your tax base to include new car tab fees and other local/county surcharges related to POV registration, you'll drive behavior that will gradually erode the revenue from those sources. You should become more operationally centered and derive more funds from current operations. User fees always make sense - taxes on unrelated activities invite resistance and opposition. Where do you think Tim Eyman came from? The state legislature's abusive and excessive car tab fees (and assessment schedule). You don't want to go down that road. You should live within your operational and financial limits as though you were a private corporation. This will better align demand and resources for long-term success. Act like a transit company - not a government charity. And if this means your operational scope is smaller - then so be it. Have a chat with some of the major airlines for some helpful suggestions.</p>
<p>Public transportation is one of the most important issues that needs to be addressed. I choose candidates based on their opinions about public transportation.</p>
<p>For the peak time only routes slike the 260, if you spread the times out sothe last one left downtown at 5:45 or 6:00 instead of 5:20 I would take that every day. Instead, I have to drive to a park and ride or make an extra transfer.</p>

<p>You already cut my bus service (119). That added one hour and \$10+ to my daily commute. I drive every day to work now. Thanks for nothing.</p>
<p>These cuts are regressive and mainly affect those that depend on bus service. During the last cuts I heard many riders talk about not being able to get to work. I would rather see an increase in property taxes to cover metro services or some other type of tax on tax brackets that can afford it. I would be happy to pay more tax to keep our buses running on at least the current level. I take the 306/312 express and I am the second to last stop on Lake City. I never get to sit because it is full-no standing room left and at times we can't pick up the people waiting at the last stop before the freeway. This tells me that there is a need. Seattle has goals for sustainability, climate change, etc. so we need to take our bus service seriously and do what it takes to keep it working at current levels. It is a shame if changes prevent even one person from losing a job because they can't afford to get to work. Thank you.</p>
<p>We need to increase bus service as many of our elderly cannot drive and have no other transportation aside from the metro buses.</p>
<p>We NEED public transportation period</p>
<p>Please be sure to note how some areas of King County are growing in populations as well as ridership. Please do not cut commuter hours buses. 6-8am and 3-6pm</p>
<p>Here you are proposing bus cuts and the current and past mayors have been encouraging people to use the bus. More people are using the bus and now, BIG CUTS. The cuts are going to affect people going to and from work (what used to be a 1 bus trip will turn into a 2 bus trip), students to all the universities, community colleges, etc. and the elderly and poor. Yet the state is bending over to accommodate Boeing with tax cuts but postponing decisions about transportation. It all comes down to priorities.</p>
<p>Maximize advertising using digital screens controlled via internet for location and updates replacing high maintenance low function current product.</p>
<p>I work for the county. We are encouraged to take transit. We even get a transit card as a benefit. Taking away more and more service makes this benefit less and less relevant. If you truly want this county to be "sustainable" "green" "transit friendly" be consistent and fund it. Or add lanes to the interstates, parking garages in the city and watch what happens next</p>
<p>Transit service has become increasingly necessary in the Seattle area as we grow. Please fund as needed.</p>
<p>Please fund our transit! We need a way to get to work!</p>
<p>Have you seen the congestion in downtown Seattle, you must not have or you wouldn't even consider these cuts. Find another way, I know, stop the road projects in Olympia -- something like a 10 year project -- on the roads you travel on.</p>
<p>This is not the first time Metro has used cutting service to get extra tax dollars it's becoming a game they play. There is not accountability for Metro over the last 7 years service has declined.</p>
<p>Pay attention to complaints about crowded buses. Too many people on the smaller buses.</p>
<p>Funding Metro is vital. In today's economy of stagnating wages and increasing fuel costs - Metro is an increasingly critical service to offer. It is also environmentally important as climate change is becoming more and more evident in changing weather patterns. The less cars we have on the road - the better it is for the long-term health of the climate. Funding Metro is vital.</p>

<p>As a commuter, I use three buses per commute, twice a day. It takes me almost 90 minutes to move 15 miles, most of it spent standing on a crowded bus.</p> <p>Metro provides an invaluable service in moving people to jobs and schools each day; inhibiting this already strained system brings great burden not only to individuals, but to the companies awaiting late employees, highways choked with single-occupant cars, and a metro system trying to expand efficiency in a period of shrinking. Public transit doesn't provide lower-income, elderly, or urban residents with transportation, it provides King County the most financially effective method of transporting these tens of thousands of commuters each day.</p>
<p>Metro Transit provides the backbone of the regions transportation network in handling the majority of non-car-based trips. In the city of Seattle, the majority of commuters do not drive to work. Seattle is the economic engine of the State/Region, and is dependent on transportation infrastructure to drive that engine. Gutting the funding of an already strained transit network to the tune of nearly one-fifth is an outrage. As Seattle and the region continues to grow and increase density, the state should be increasing its funding of transit to enable our transportation network to bring goods to market and allow our business to thrive and grow. To allow these funding cuts to be implemented is to allow the state legislature to shoot its economic engine in the foot. Other states fund transit to the tune of roughly 20-30 percent. Washington used to. Now the number is closer to 2-3 percent. This is an absolute outrage, and one that could be solved by simply allowing Seattle and King County the taxing authority to solve the problem on their own dime.</p>
<p>I believe that there can be changes made to service that eliminate some inefficient service, while preserving high ridership trips. It is more important to provide service to more areas than to have frequent service. Routes like #41 and #105 that have trip leaving quite frequently can be trimmed to take away some trips. Some routes like the #271 serve an area that is not on any other route. While revising these routes to avoid already covered areas would be helpful, it is important to make sure the cuts do not place such a hardship on riders. Personally, I do not drive due to muscular and coordination issues. I live in Lake City, and frequent a number of areas, particularly Shoreline, the University District, Downtown, and Issaquah. As I cannot drive to my destination, I rely on this important service. I am not the most vivid example of this, though. I have been on some routes where service has been reduced, and there two people in wheelchairs already aboard the coach, with two more waiting to get on. To have to deny service based on the fact that the old coaches cannot let them ride is bad enough, but to add insult to injury, they had to wait 40 minutes in the cold of winter for the next bus. Such treatment of a large populous, while understandable and unable to be changed by Metro personnel, needs to be addressed by lawmakers and policymakers to ensure that quality service can be provided to all areas of King County.</p>
<p>If these cuts go into effect there will no longer be any service to a large part of West Seattle, especially in the evening. I can't believe you're cutting 2 morning runs from the 56. Those buses are standing room only in the morning.</p>
<p>Do not cut metro! If you care about working class and middle class people, you will not cut any services.</p>
<p>Buy buses that fit the needs of the route. Small buses or vans are good for the "underused" routes.</p>
<p>I think it's tempting to reduce service during non-peak hours, but it really messes things up for the non type A in the population - it can become a nightmare to transfer and so on.</p>
<p>If decision-makers sincerely believe in their other adopted goals - for economic vitality, climate protection, public health, social equity, smart growth - they must fund a robust transit system as an imperative, not an after- thought.</p>

<p>It is unfair to fund Metro on the backs of automobile owners - a group that includes people on fixed incomes, such as students, seniors and the low income. This is yet another regressive tax. Businesses - including the Seahawks, Sounders and Mariners - benefit from bus service and should pay through a B&O tax. Stop bleeding the working people. Plus, we know that one could pay a car tax and STILL see our routes reduced, shortened or eliminated.</p>
<p>More funding for Metro or another transit system, please! Also, more E-W service, please! It's unacceptable that a big city like Seattle is cutting transportation</p>
<p>If you delete Route 238 which serves UW Bothell (with many students attending), Route 236 should stop at UW Bothell before going to Woodinville. Also, students need commute also in mid afternoons- so the afternoon service should be 30 minutes for 236.</p>
<p>I sent this email to the site on the main page: I live in the area covered by route 27, set to be cut. My suggestion: run some of the number 2 or 13 buses along the lake shore to the end of the present #27 route. Doing this run once every hour would do it for those of us who cannot walk up to the #14 route. Carole Stock</p>
<p>Yes. By drastically reducing routes 9 and 60, I would have no good way to get from North Cap Hill to my doctor's office. I can take the 10, but that involves a 0.6mi walk down Broadway to get to the office. Please reconsider the impact on sick and disabled riders before cutting transit to medical centers.</p>
<p>part of what makes a city great is a good transit system. we must find funding! personally, I would be willing to pay an income tax. we need to grow up.</p>
<p>If you are trying to encourage alternatives to cars, cutting public transportation seems shortsighted. It will adversely effect not only bus riders but everyone trying to travel throughout the area. We do not need more cars on the road. I appreciate that there have been problems in fully funding this service. Increasing fares is never popular. As a king county employee, I would be willing to pay for a portion of my fare..maybe city employees could as well. Can donations be accepted? Grant funding? Offering wifi van pools at a profit? Raising the fair by a quarter except for seniors, disabled and kids. And then there are always the T word - taxes.</p>
<p>The costs will only increase in the longterm with increased use and deterioration of roads, and increase in pollution . Parking is getting more and more difficult to find already and will only get worse if the buses decrease. Think longterm, not short term.</p>
<p>Cutting out #139 bus to Highline Medical Center would not be a good idea. Please be aware that folks in the area who have no transportation would find it difficult to get the medical help they need when there's no Metro bus that can get them there. They'd have to go to downtown or down south.</p>
<p>Transit reduces traffic, congestion, the need for additional parking, wear and tear in our roads and bridges, and pollution. Why wouldn't you fund it?</p>
<p>reduce service in outlying areas with low ridership; increase it in the dense urban areas.</p>
<p>Affordable and robust transit provides access to jobs, education, health care, essential services, and a better quality of life. Please stop gutting public transit. People are already traveling long periods of time to get to and from work, which requires them to have more child care, and less time with their families.</p>
<p>I've used the bus to go to work every weekday for the past 2.5 years. With the cuts proposed by Metro, I may no longer be able to do that. I opted to right the Metro even though I have a car. It's better for the environment and better for traffic on the roads. It's unfortunate that I might not be able to ride anymore as my area is being removed from service.</p>
<p>Seattle becomes more dense every year and the population growth doesn't show signs of slowing down. Public transit is key to keeping our urban areas livable. I commute by bus every day and I worry about more crowded, slower buses.</p>

<p>Do your job and pass a regional transportation package that includes long term solutions for public transit.</p>
<p>frequent service makes it feasible to commute by bus for those of us with varying schedules. Even with current routes, commuting from Seattle to the Eastside is challenging and limits those without an alternate form of transportation.</p>
<p>Getting the taxpayers who fund Metro to their jobs should be highest priority. But commuter service has already decreased enough that Metro has become useless to us for commuting. And it seems Metro is out of good ideas for getting people to work efficiently. So I think you should both decrease service and remove the car tab tax to help us pay for gas.</p>
<p>Yes, I am really getting unhappy. My workplace and home used to be served by the 17 local bus. For a while I took the # 40 bus to get home found it stressful to do so given routinely be crowded by cyclists rushing past me on the Fremont Bridge. I discovered a less stressful 2 bus commute where I catch the 29 bus at 3rd & Nickerson (during rush hour), get off at Ballard and Market and wait for one of the northbound buses (at that time of day 17 X, 18X 40 or 61). I am disappointed to hear that you are reducing the #29 (which isn't all that plentiful. I know that the #61 has low ridership, but if you eliminate it means that there is no service for non-working residents living west of 24th Ave NW. I don't think that is fair. Finally, I don't think that you are providing adequate services on the 17 X or 18X lines. On the days I go downtown there is standing room only on the 17 and 18 express buses.. The bus cuts you have already made have adversely affected my life. Please don't make it worse. I really want to see the legislature and the council authorize additional funding for Metro Transit. It is unreasonable to ask people to get out of their cars when they don't have a decent alternative.</p>
<p>Traffic in the downtown area, E Marginal Way, West Seattle already is a total nightmare... I can't imagine what will happen when more people start getting into their cars because bus trips on Metro take much more time than they do now. As it is, we are often standing on buses going down the freeway.</p>
<p>We have to keep the Metro funding so it can serve the city! We're spending huge amounts of money on car-based projects -- why is there no support for the Metro? We run the risk of making it less convenient to use Metro and decreasing ridership, which would further impede funding!</p>
<p>The proposed cuts would cut all of the bus routes I take to college and work. Without the bus I will not be able to support myself, and will have to consider moving to a new location. Riding the bus is also important to me because of climate change and car pollution (CO2 emmissions). I encourage officials to support Metro with funding.</p>
<p>can't operate buses without money, gotta cut service.</p>
<p>The current proposal of both reducing and streamlining service has one, major positive element: it cuts many services that are unproductive and wasteful. The council ought to urge Metro to pursue the routing changes Metro is proposing regardless of whether or not additional funding can be secured.</p>
<p>Review traffic patterns and adjust the bus schedules accordingly. Orca cards and GPS can tell you everything you need to know to be profitable and manage a viable sustainable transit system. If the airlines manage to make money, so can Metro.</p>
<p>I think the Rapid Ride buses should be reduced. I ride the Rapid Ride home from Bellevue Transit Center to the Redmond Transit Center and it takes almost an hour yet there are almost always 2 buses waiting at both points. I take the 232 at 5:52 and it seems fairly full heading to Bellevue and only takes me 20 minutes but I don't have this option to come home since it doesn't run between 1:00 and 3:00 when I typically leave to go home. There is no convenient way for me to get home other than to drive to a park and ride. No buses near my house without taking a couple transfers and adding another 30 - 40 minutes to the commute. This doesn't make it easy for me to want to use transit.</p>
<p>Raise taxes!</p>

Transit is an essential service for everyone in King County. Tax us more to pay for it!!
The bus line should pay for itself. Those that need subsidies should have them available though I would think these would mainly target the poor including students. Question 5 above is a leading question. I think that the Metro needs to operate to meet the needs of the passengers and it needs to support itself.
What about increasing ridership? Are there any campaigns in place to increase ridership? I've only seen Sound Transit do that, people need to know busses and mass transit relieves financial pressure for them, and that if we get more riders the service will improve. We represent the Seattle area, what was once thought to be a forward thinking region in states. I want to know that King County Metro did everything in their power to better the situation. There HAS to be a way to avoid so many cuts. Please.
Cutting service will mean fewer people will ride Metro so you'll have even less money,
I strongly feel the state legislature should give King County the power to create its own revenue to finance its transit system. My understanding is that the state legislature has denied that option.
Public transit needs to increase, there are too many cars on the road, not enough parking, and more people who can't afford to drive. I wouldn't mind paying more for my car tabs and/or higher gas tax to improve transit.
I believe that if Metro increased service more people would ride. Especially by offering more consistent service.
It is time for the county to get out of the business of providing transit to a large modern city. The service in city is already below par and cannot be cut. The relatively good service throughout the county goes unused. This is not fair to both city and rural residents.
Metro (and transit in general) needs a sustainable funding source that grows with inflation.
We are a major City. We need to figure out how to keep and improve and excellent public transportation system. The alternative is ridiculous.
its about time you cut all the empty and almost empty buses "in Seattle" if it is less then 50% capacity(in Seattle) then frequency should be cut. people in town should get same thing we out here in the country get! CUT! make them take an earlier bus so as to FILL the Buses in Seattle!
decreasing metro service is the opposite of what the city and county should do to improve traffic problem in seattle area. I am disgusted by the proposed service cut.
Metro has a history of maintaining good service in rural areas, however the past several years many rural and unincorporated areas are seeing routes eliminated (214 Full Route, 209) even as other rural areas such as Snoqualmie Ridge (208, 215) see new route creation to take it's place. Metro seems to be increasingly focused less upon service needs than ridership volume in unincorporated areas. Why the move from a public service model to a volume driven model
The evaluation criteria which defines an underperforming route needs to be seriously looked at. I see that Route 111 has been greatly reduced, that is great. It's empty 99% of the time I see it in my area. Route 210 has been deleted, it has always been packed when it leaves Seattle but empty after Eastgate, again overall a good move. What I don't understand is how a route like the 214 which is standing room only almost every single trip in either direction can be under performing?!?!? The Issaquah TC has no parking after about 9:30 am. Apparently, they're walking somewhere... If the fairs aren't enough to cover the operating expense then raise the rates, you could double them and it would still be cheaper for me than early bird parking downtown, not to mention fuel and time savings. If you do not fund these buses then I request that you be required to sit in traffic or stand in line waiting for the next bus with the rest of us.
State officials need to allow local counties and cities to tax at levels the voters approve to pay for enhanced bus and rail service.

<p>Automobile gridlock, lack of economical downtown Seattle parking make driving an impracticable choice for most people. Increasing bus service, even with a fare increase is still less expensive. If bus and other transit are reduced or cut, automobile traffic increase will tie up the roads and highways all the way to Monroe and beyond. In addition to increasing north/south routes through Seattle, east/west routes need to be increased to make viable means to reach destinations. With the rapidly rising population in King County, this problem will increase incrementally each year. If transportation options are not increased to keep pace, Seattle will exceed Los Angeles and Chicago as the worse commutes in the country. We are close already. All things possible must be done to avoid reroutes and cuts that discourage using the bus and other transportation options.</p>
<p>Seattle and the Puget sound region is beginning to fall behind other cities in transit. We should like most other cities be looking for ways of expanding service to an ever increasing population that wants it. Instead it is a constant battle to try maintain the status qua, one that it appears we are losing. If politicians in Olympia can't find a way to fund transit they need to provide local agencies, counties and cities with the ability to create their raise their own revenue. If we don't figure out how to fund transit local and region mobility will be diminished and at some point it is going to be a drag on the economy. Get you act together and do you job and fund Metro Transit.</p>
<p>Get more funding! People want BETTER public transporation, especially the more congested the roads yet. We want MORE service, certainly not less! Any public representative who doesn't fight for better public transporation does not deserve to represent the public.</p>
<p>Please do not decrease service from the south Puget Sound with routes going to Seattle. I've been a customer for 3 years using public transportation to travel to and from work in Seattle and if more routes are going to be "revised" or "deleted", I will no longer use metro services. Traffic to the transit center has only grown in the recent years and with proposed cuts, I do not see where we all will park and how the already more than full buses will accommodate us.</p>
<p>Cuts need to be made, and where this begins is with cutting food stamps and social services to anyone that is a criminal, that does drugs, that smokes or drinks alcohol, once this is done I will vote for tax increases not until then</p>
<p>put it into seattle and lower income areas around the city. let the wealthier areas who don't like to use transit eat their smog fumes and congestion until they learn transit is awesome</p>
<p>You have never given the services in Snoqualmie a chance!</p>
<p>Please I beg you do not cut Metro service. I take the bus every day to and from work. If my service gets cut I will have to drive which increases pollution and traffic.</p>
<p>Please increase, do NOT decrease, Metro funding. More people depend on Metro in our weak economy and as we take action to preserve our environment and regain healthy lives. We need more routes and more park and ride spaces.</p>
<p>Is there really any PLANNING going on here? I'm so tired of hearing about RapidRide, one of the most idiotic schemes you've ever created. There is nothing about that service that is rapid! And our local bus service is scheduled to be eliminated--why do you work so hard to make things so complicated? The Broadview area serves an increasing number of 60+ citizens who often rely on public transit. Walking along Greenwood is not a safe option for them.</p>
<p>Buses are an essential service for maintaining access to employment in King County</p>
<p>Funding public transit means acknowledging the reality of the needs of working people in Seattle and throughout the Metro area. Public transit decreases congestion, is environmentally friendly, is cost effective for users, and is the primary form of transportation to many people. Cutting Metro means cutting the city's economy and culture off at the knees.</p>
<p>Please tax us to pay for it--we must have a robust transit system!</p>
<p>Please don't cut back my daily bus routes!</p>

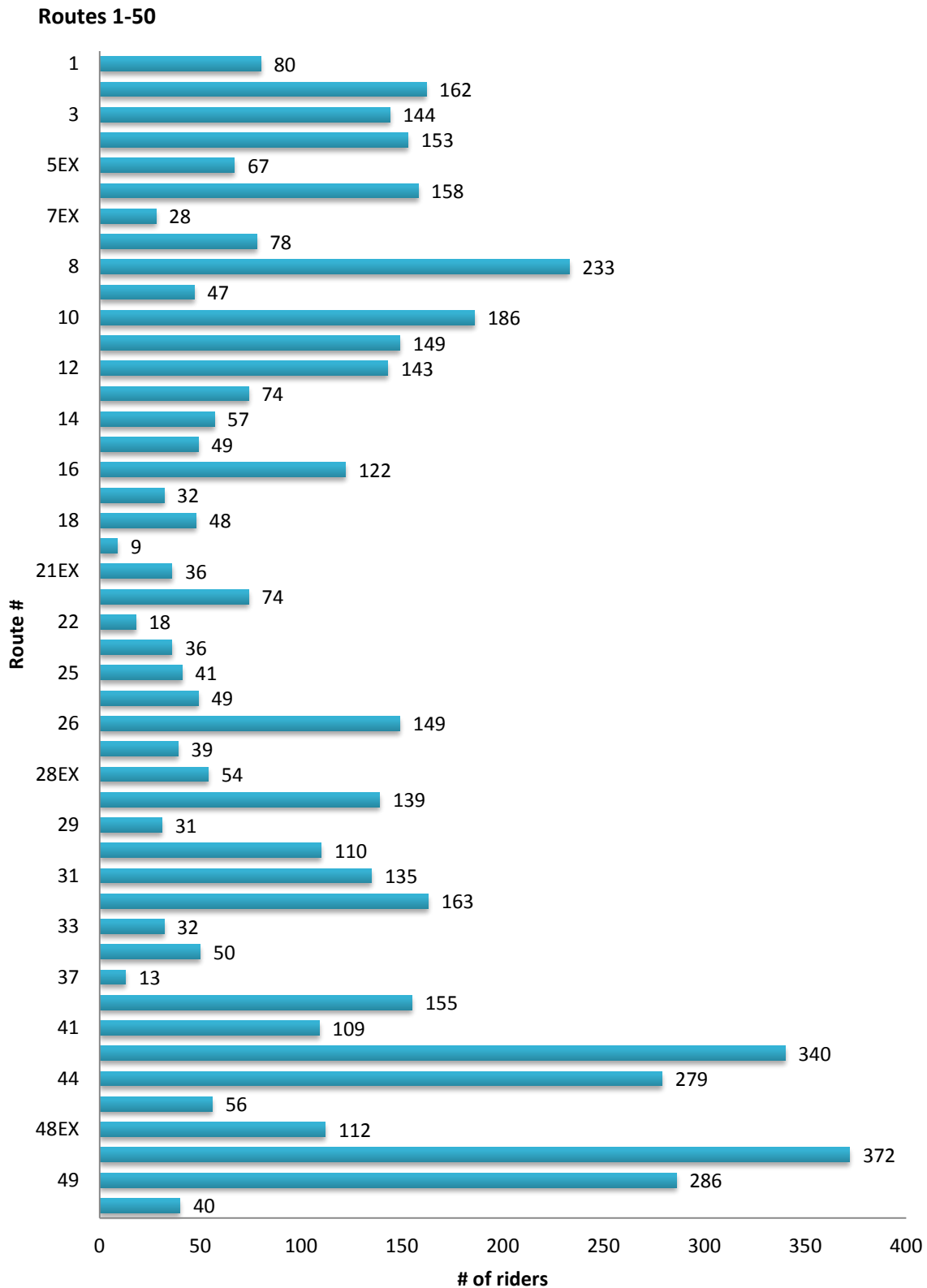
<p>Funding for transit is the first thing I consider when voting. If your record does not actively support funding transit, I will not be voting for you. I understand the dangers of being a single-issue voter, but transit has an impact far beyond my daily commute. It encourages economic growth, it promotes health and safety, it helps protect the environment, it encourages community... Transit is important to so many other important issues that it cannot be ignored.</p>
<p>You should be saving money by investing more into metro not less. Cutting metro service only shifts the costs to other areas.</p>
<p>we need more funding for Metro transit; it's simply unacceptable to try having a major city with a bus and rail system that is so constantly under the threat of losing funding and being unable to serve the residents of our community</p>
<p>FUND METRO TRANSIT. Anybody driven on the I-5 or highway 99 recently? The best way to get cars off the road is to provide effective mass transit so that people have an incentive not to drive. I live 9 miles from work and riding a bus would take me ~2hrs. Unacceptable. Cutting transit funding will put more drivers on our already overburdened roads. Raise my taxes and use them to fund Metro - this is a no-brainer.</p>
<p>Metro provides an incredibly important service. It plays a key role in reducing congestion and making Seattle a desirable place to live.</p>
<p>Please don't cut service to/from Capitol Hill/First Hill.</p>
<p>How about we penalize the individuals that continue to drive into the city everyday with one passenger in their vehicle. I think that would pay for a considerate amount of public transportation costs. I'm certain the elected officials whom will read this, are some of those offenders.</p>
<p>The state needs to allow Metro to have permanent and stable sources of funding. The current volatile and piecemeal funding dictated by the state is not acceptable.</p>
<p>While riding the bus daily, I witness hundreds of cars with only one passenger (the driver). More incentives for carpooling (to the carpools and carpool lanes) should be put in place.</p>
<p>This is a quality of life issue that affects drivers and riders alike, as well businesses/cargo. A strong and fluid public transit system is the underpinning of a thriving regional economy and a good quality of life for people who live and work in our region.</p>
<p>Stop cutting bus service, increase park n ride options for those of us living in the out lying areas. We should get all the "free bus passes" when we register our cars. I registered 3 cars in Seattle last year and only received one set of free bus passes. Just do away with the program because I feel very ripped off to pay over 300.00 in tab fees but "only eligible" for one set of 8.00 bus passes. Makes me think there is some sort of resident scam going on with the other passes my house hold has clearly paid for!</p>
<p>Buses are already crowded enough. We should be increasing service, not going through a proposed disaster plan year after year due to funding shortfalls. Please provide actual proper funding for Metro so they can continue to make our county a better place.</p>
<p>Live within your means. The rest of us have to. When my salary is cut, I need to do more with less. You haven't made enough of an effort to get efficient. I pay enough in taxes on the state, county and city levels. Prioritize. By the way, the 48 is a disaster of a bus line.</p>
<p>Look at the http://seattletransitblog.com/2012/10/03/seattle-every-15-minutes-or-less/ for ideas about restructuring the Seattle network</p>
<p>I agree some routes are repetitive and can be reduced or eliminated. Route 66X, though, provides convenient service to those that take the ferry and who already have a long commute off BI. I have several coworkers who commute to Seattle from BI and I imagine eliminating this service would increase their commute that much more. I have a similar commute from Pierce County to Seattle and saving a 10 minutes 1-way (20 min per day) is a huge difference for long commuters.</p>

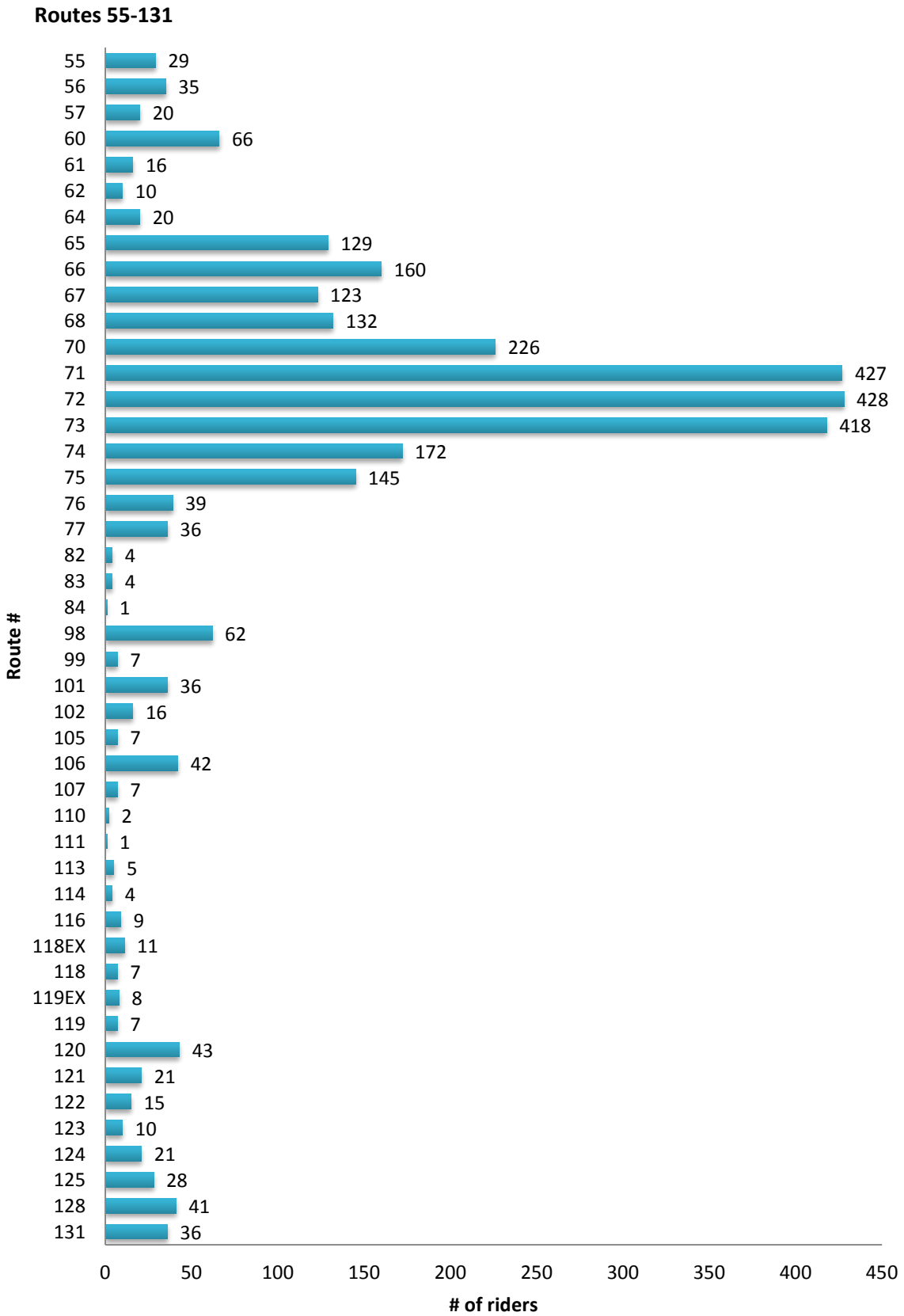
<p>Busses and bike infrastructure are our future. No amount of expansion of roads will meet the demand for cars in our growing area if transit is not a HUGE Priority. Please invest in our future!</p>
<p>Increased investment in public transit is sorely needed. Many routes operate at standing room only at rush hour, sometimes even having to turn people away at stops. If services are cut, this will impact the ability of many individuals to get to jobs and job-related training, thereby reducing their ability to support themselves and their families. Those who can afford to drive will drive more, increasing congestion and pollution. The Seattle area is known as being one of the most environmentally and socially progressive areas in the country. If transit services are cut, we will be regressing. We are finally, finally getting a rail service built, but without the local transit bus routes to get people to the rail stations, rail services will not be able to meet all of the needs they were designed to serve, and we will have a seriously fragmented transportation system - forcing people back into their cars and congested roadways, and severely curtailing employment opportunities for people who cannot afford to drive. This seems very short-sighted. To rebound from an economic recession, people need mobility to get to jobs!</p>
<p>Demand is increasing in Seattle for Metro service. People I know would rather take the bus than drive. I would say we need to increase service, not cut it.</p>
<p>As someone who drives one day a week, and buses in to downtown 4 days a week, I see the need for better public transit options as a very real need for our city. If Metro is unable to discover a new funding option and is forced to proceed with service reductions, the roads and traffic in this city will force the city to a standstill. It takes me 30 minutes to go 2 miles the one day that I drive in a week. That's unacceptable and only likely to increase to obscene levels when the revisions go into effect. This of course does not take into account the need environmentally to get people out of their cars and into better, more commuter and community centric transportation options. At this point, even creative partnership building with private entities seems like something that the country should be considering to help solve this massive county wide issue. Particularly as more people move into the area and rent increases in the urban core, transportation into the city center is going to be vital. The sole option for commuters shouldn't be single occupancy vehicles.</p>
<p>Please fund transit. Young smart people come to a city to live in a city, and, especially for east coast transplants, real cities have a robust, frequent transit network that traverse densely built neighborhoods. All my friends can easily afford a car but haven't because they want to live a car-free lifestyle, and it will become easier to cave if Metro has to cut into "meat and bone".</p>

7. Which survey track would you like to use to share your feedback?

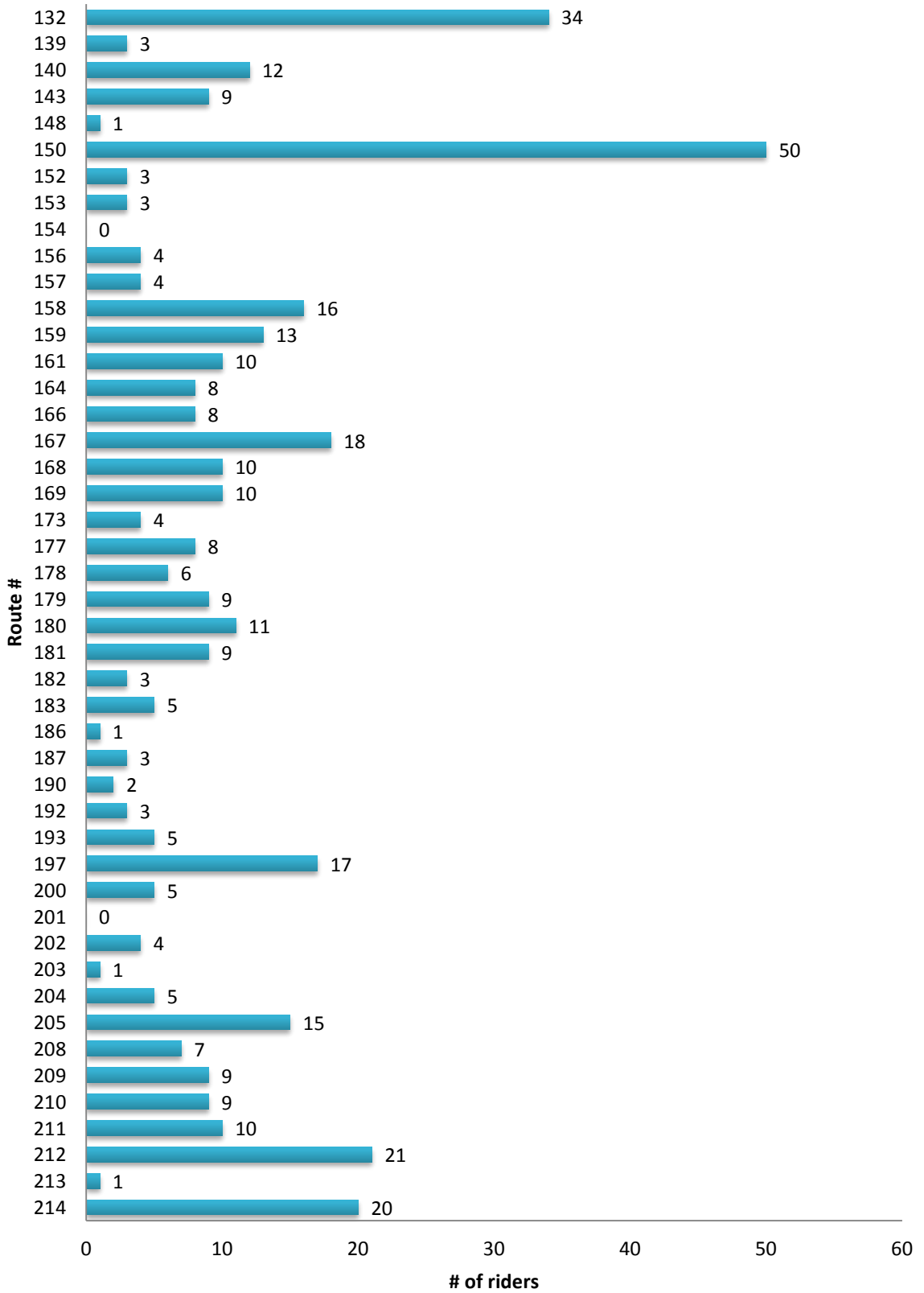
Track 1: I'd like to share how these proposed changes will affect my use of transit generally. – 100% of Respondents (1,755 respondents)

8. Which routes do you ride at least once per month? (check all that apply)

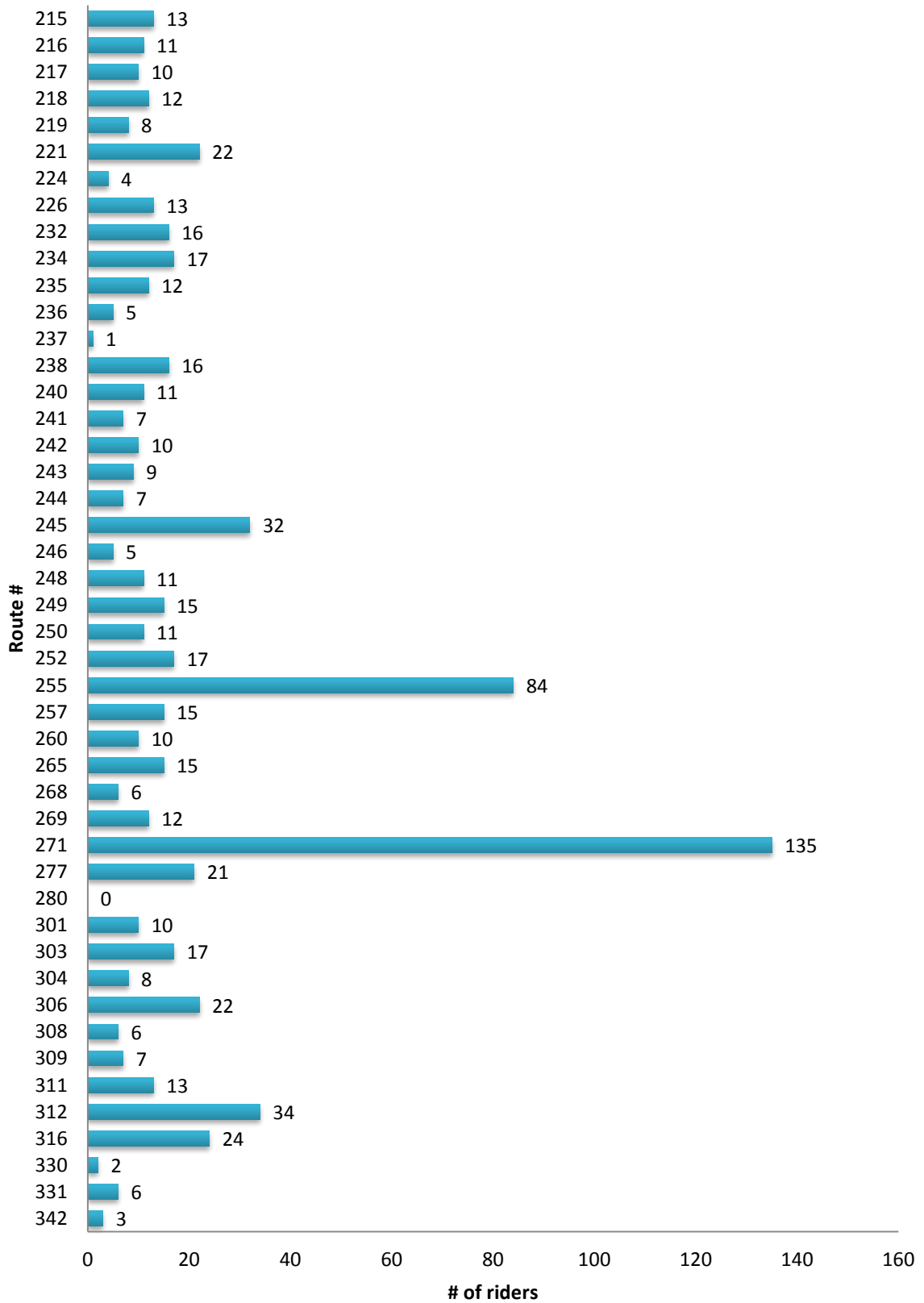


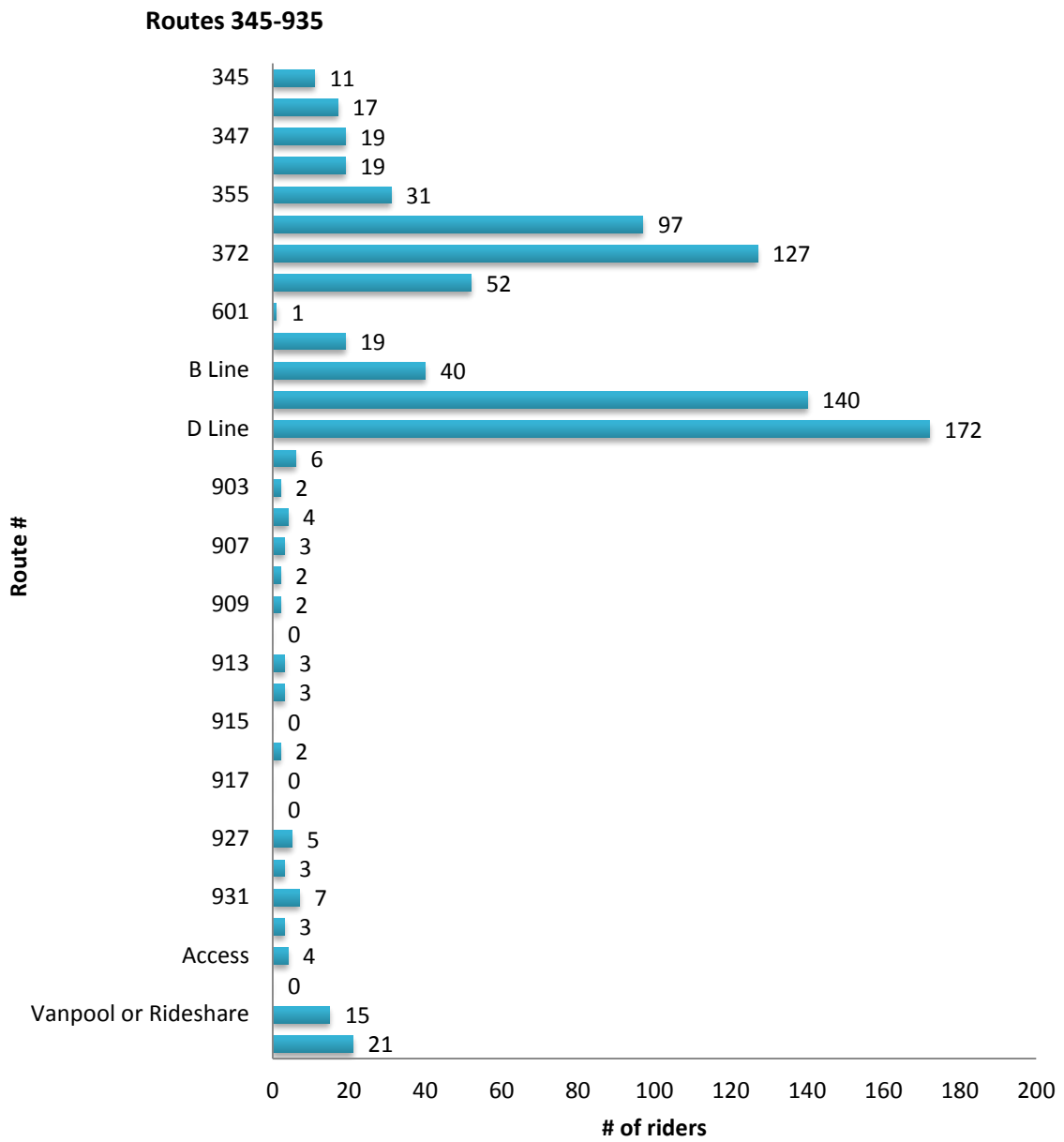


Routes 132-214



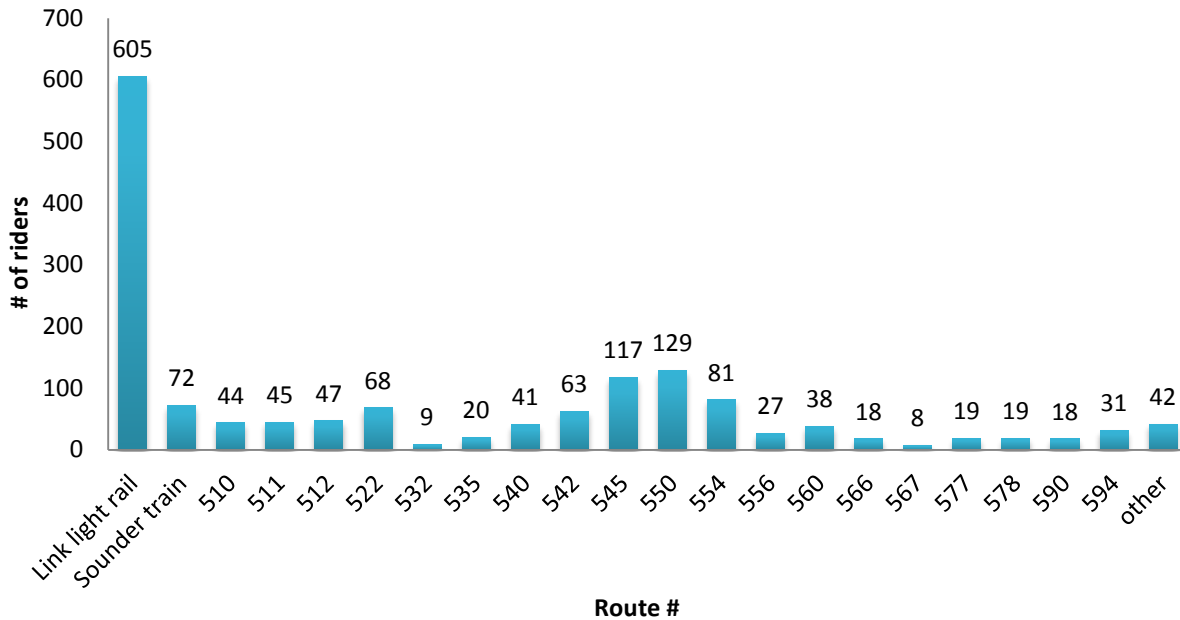
Routes 215-342





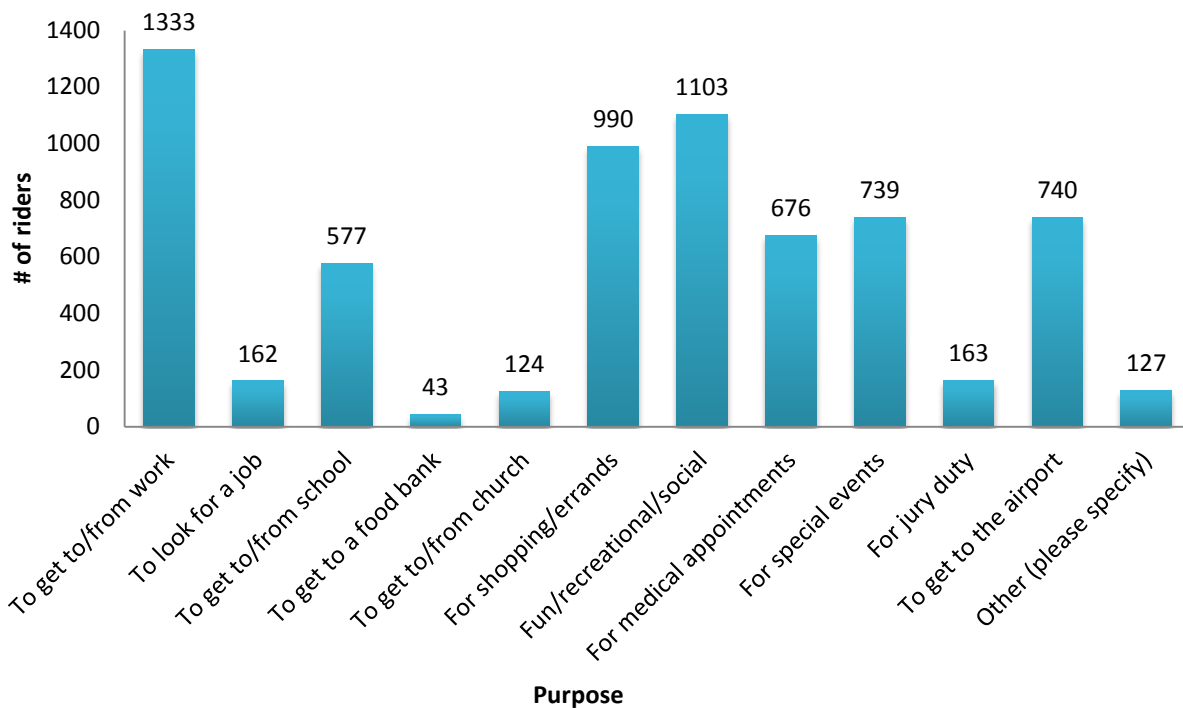
9. Do you ride any Sound Transit services at least once per month – Link light rail, the Sounder train, or Regional Express bus routes? If so, which ones:

Total Respondents: 948



10. For what purpose(s) do you use transit?

Total Respondents: 1,649



For Other purposes see next page

10. For what purpose(s) do you use transit? (con't)

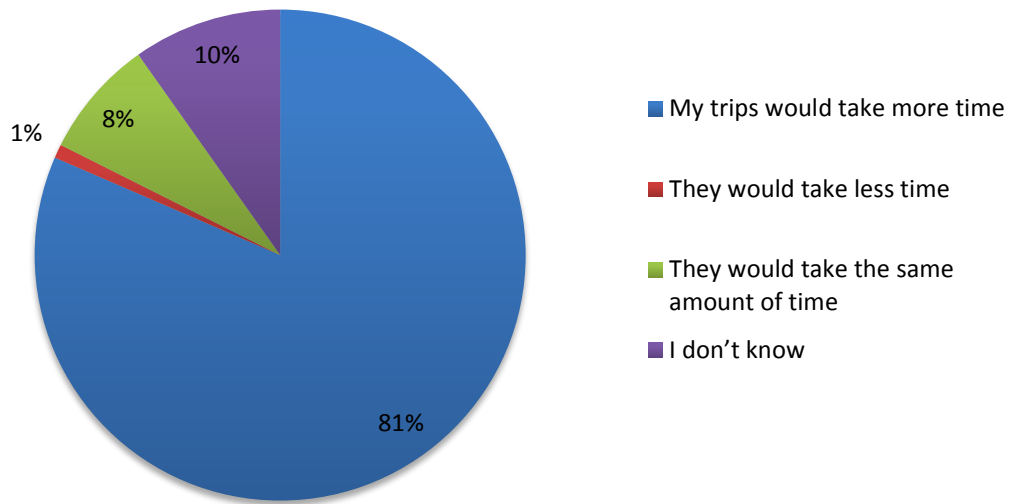
Other (please specify):

never, none no way so long as you let bums ride free.
To travel to my ailing daughter's house to care for her.
to take my car to the shop
EVERYTHING!
To go home to my family occasionally
Interviews, Career and Academic Related events
To/from volunteer work; to/from dance, violin, and french lessons; to/from bank
to get to/from volunteering
to get to meetings
Everything!
To visit family in the Seattle area
to visit my family in Lakewood
to visit my granddaughter
to get to the gym & library
For going anywhere
To visit family
I also ride the bus to home for lunch and back to work
Gym
To get to my parents home from college
N/A
To get home
To see my family
For legal counsel and to get to Seattle Municipal Court
To go to volunteer sites
To get to the places I volunteer
to pick my child up from day care
I don't own a car! I rely solely on public transit
to get to school every day; I am a commuter
We use it daily!!!!
Going home to see family.
Only when I want to avoid paying for parking, like if I'm going to spend a day downtown.
To get to/from family/friend homes
visit family
To avoid any driving after alcohol consumption
my whole life
bring children home from school/child care
I don't own a car. Metro service is CRUCIAL for me.
Volunteer work
I do not own a car, so am almost solely reliant on Metro transit to get around.
Work related trips.
to go to downtown Seattle or Bellevue
shopping and entertainment
To go to Meetings and Volunteer Work.
visiting loved ones downtown where it is too hard to park

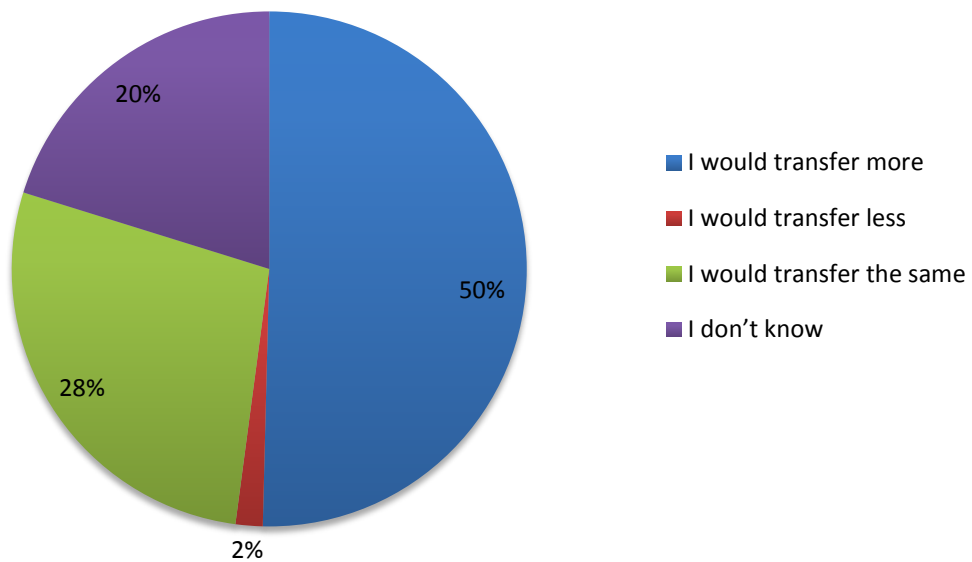
to get to volunteer job
I don't use transit
to get to AA meetings
visit relatives
To go downtown.
To do Volunteer work
also medical appointments
classe at Goodwill Seattle
running errands
Senior Center/Movie Theater
Volunteer Work
grocery and other shopping
research and music lessons
you know how many bags i get from the food bank, it's not fun carrying all that shit home
volunteer
Food shopping, library, veterinarian, post office, professional meetings, hardware store, shipping & copying
Friends and family.
To visit friends and family, to travel to volunteer work sites
i try not to use metro
I take it to town when I want to go simply visit or watch a movie
I don't own a car, so everywhere
I use Metro to get everywhere I need to go.
used for vol work, church, shopping, rec/social, med apptmts and airport. Jury duty 2 years ago.
for volunteer jobs
As rarely as possible - too many bums onboard.
Volunteer Work
the routes selected are the rolling roadblocks of empty coaches I referred to earlier. Terminate them all now.
To visit family
To get to community meetings
Family events
the bank(s) and credit unions
pharmacy
To take my kids to the library
To get to evening meetings across down in rush hour.
Visit family
to use the libraries
To get to my volunteer work at the library
to get to volunteer work
community meeting/meeting down town
Volunteer work
to get to a volunteer job
everything
I don't drive. I use transit for Everything.
To get to sports practice
As part of my job.

EVERYTHING
to stay warm and safe
athletic team participation
It is not available to me, so I don't use it.
Do not use
To get to meetings - Don't use to work. Closest bus is 3 miles away & my commute is 6 miles. Also, Bear Creek P&R is over capacity.
there is NO transit that serves my needs!!!!!!
when I know I'll be drinking
I do not have a car, so I only use the bus for everything
to get to Emerald Downs in Auburn WA
to go to out of office appointments
visit family and friends
I take the bus often to get to bars/restaurants farther afield in Seattle (I live in Belltown) so I don't have to drink and drive.
To see my family.
see friends and go to events
Instead of driving, I choose to take public transit everywhere I can.
To/from an adult day program.
To get to meetings
For Everything! I don't own a car.
To get to the bank
everywhere. I take the bus everywhere i go.
to get everywhere in Seattle
Also anytime (for any reason) I need to go downtown.
shopping/errands
To get downtown on weekends
For anytime I go anywhere, even the grocery store.
when I know I'll be drinking
Everything in my life... (come on not everyone has a car)
To visit my mother's retirement home
You don't provide me with service anymore
For all my transit needs. Currently I do not own a car!
I used to ride more until they cut the 56 at night.
To get to my volunteer position
combined with a walking program for necessary exercise
The bus is my only form of transportation
library
professional meetings and seminars
Everything?

11. How would you expect the proposed changes to affect the time your transit trip takes from when you leave home to when you arrive at your final destination?
Total Respondents: 1,658

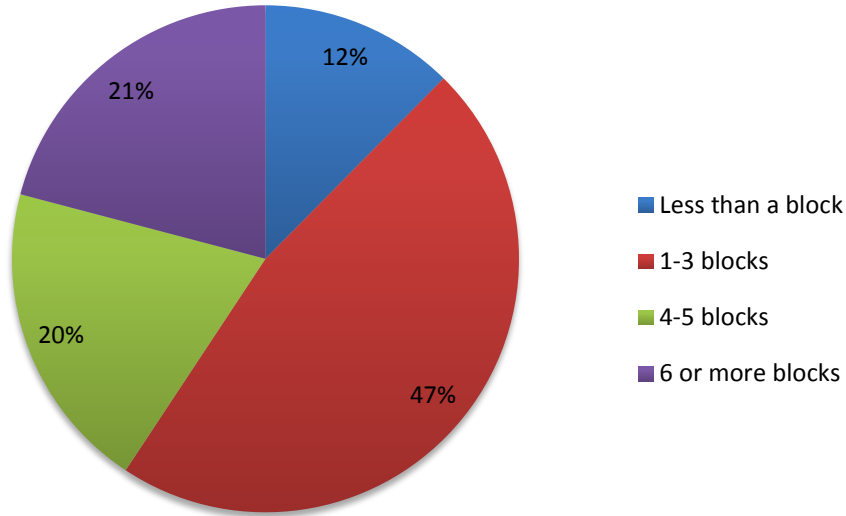


12. How would you expect the proposed changes to affect the number of transfers you make?
Total Respondents: 1,650



13. How far do you travel now to reach transit?

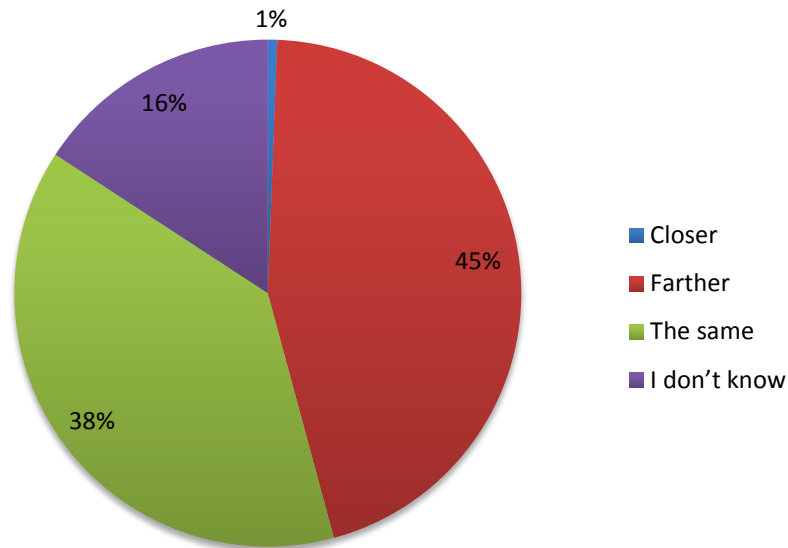
Total Respondents: 1,657



14. Would

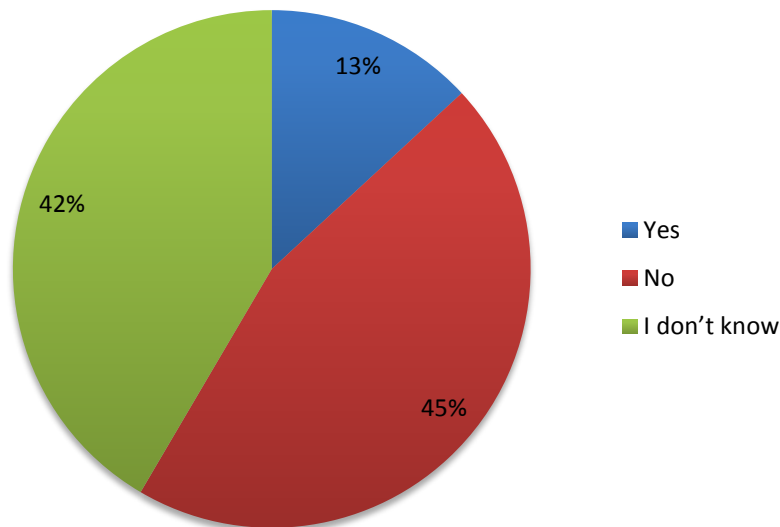
d transit service be closer to or farther away from you with the proposed changes?

Total Respondents: 1,607



15. For each route being proposed for deletion, reduction, or revision, we have identified “rider options” or alternatives you might be able to use. Do you believe these options will work for you?

Total Respondents: 1,601



15. Answer: Yes - Why?

I think 49 and 70 will remain in use.
I will have to walk an additional 1 mile, but it is a feasible alternative.
They would work but would take a significantly longer time to get on a bus.
It would work but be very annoying
well--it seems that reductions to the routes I tend to use are coming at the end of the night time service (from 1 am to 11 pm, e.g.) and I very rarely am out using a bus route that late. Reductions in frequency will, however, make my trips longer and at times require a transfer instead of a one-seat ride.
Because I will have no other choice
I just have to walk further to bet to and from the bus stops.
The 68 is being cancelled but the 372 is being expanded in my portion of the route. I think there will be fewer busses passing but I can still manage. I will need to walk farther to get to the stop but it's not that big of a deal.
The 71, 72, and 73 all serve the UW.
It would work because I don't have a choice, but it would be less convenient, further away from where I live, less direct to the places I want to get to, and would probably be a lot more crowded.
Yes, but with added inconvenience, so I would less likely to use Metro.
They will work because I have to make them work, but there is nothing optimal about them.

They will work, but I will spend even more time in my daily commute (which can already be 2 hours each way).
Yes, they could work, but having no weekend or evening service on the #1 would mean walking 5 blocks up hill with bags to get to the airport on a weekend. We also take the #1 on weekend excursions with our son, but walking 5 blocks with him is difficult now, so we would likely drive instead.
But I believe the buses will be more crowded, especially during peak hours, and take more time to get to the destination.
However, I believe I will have to work harder to coordinate my travel with Metro buses.
I will find a way, but it will be much longer and more of a hassle.
The changes will increase my morning commute by 30-45 min.
But even though they'll work, instead of the 40 minutes it usually takes me, I'll spend 1.5-2 hrs on my trips.
They would work, but be much less convenient.
I guess I won't stay out so late
It would work for me but I would be stuck on a local bus instead of the better faster express bus. Also the express is already full so I anticipate the local will be hugely packed now.
Increased frequency. Bus stop will be closer to home.
Yes, they will work for the most part.
But, it means more filled to capacity busses, which always ends up with skipped stops...which is by far the most frustrating thing about riding the bus.
It will likely take longer, more people=more stops.
They will work because they will get me to the right location but they will take more time and involve more transfers and be an inconvenience. Also, routes will be more crowded
They will work, but take me significantly more time. I will have to leave much earlier in the mornings.
They would get me to my destination, but at the cost of time.
The options will work for my daily commute; I just won't have as many options thus it will take me longer to get to and from work.
But the alternatives are very inconvenient because I would have to walk farther to reach a bus stop and there would be fewer options.
They'll have to; no other options. I don't drive
They would be slower, longer walk to my stop, but they would work.
I could use the new options, but they would not be as convenient as the options that I have now.
See comment to questions 16.
But again - my commute continues to grow in time and this would impact my commute and add about 4 BIG blocks to walk into my office. I am okay doing it but with the cuts from last year and these pending - it makes public transport less of an option and more of a frustration. Which is SAD
BUT, the likelihood of standing room only and no room at all on the bus drastically increase. The other options are already nearly always standing room only or full during commute times.
same basic route with less service and more transfers.
They will work but will require me to either transfer additionally or walk farther to get on a bus that's already crowded.
Though, they still make travel more difficult when we should be making public transit easier and more desirable.

We take the 10 now though we live closer to the 12, because the 12 doesn't connect with downtown - we have to transfer or walk to shopping, SAM, Benaroya, etc.
They would, but would be more inconvenient.
I can make them work, but at some point it just becomes easier to take my car to work. If I have to drive to the park and ride and then wait for the bus, I might as well just drive to work. The only reason I would choose not to is to lessen the number of cars on the road.
Some options will work, albeit taking longer. Some routes will likely be extremely crowded. Night service is important and diminishing on many routes.
because i don't ride the bus
The rider options proposed specifically to me would work in this case since there would be another route that would take over the service of the other one but it would make the trip a bit longer
Reduction of weekend service is fine. Route 200 deletion, as well as 208 reduction / 209 deletion, increases the distance of transit service, but alternate route ST 554 is acceptable.
But I will have to pay for the routes now.
I am one of the lucky people who lives in a densely populated neighborhood...so the 10 which I ride the most isn't being cut...but its pretty crowded all the time.
Yes, but far less convenient and efficient
I don't rely on the 4 to get to work, but I do like having it as an option for getting home from the city in the evenings.
The 355X route has my stamp of approval.
I will be able to use an alternate route, but it will be more difficult to get to and take a longer time.
The proposed revision to the 73, covering Northgate, Roosevelt Ave, UW, and downtown covers what I will lose in the 67 and 68, getting from my house on Roosevelt to the Northgate library and to (the other side of) UW campus.
They will work for me, but not for everyone.
Because night/weekend isn't when I ride D line
The major route I take is only being changed to take less frequent trips
they will work but will be more crowded
Theoretically yes, 48 in lieu of 48X, because 48X isn't any faster in the first place.
They will work but take more time
If I can, I'll make them work, but it will be more difficult! I appreciate the efforts to consider alternatives, but it is still a less effective system than the one now in place.
I'll still be able to get to work, I'll just take longer.
Well, they will have to work won't they? I'll have to play the hand as it is dealt.
Shorten the South Bound Tunnel Routes Royal Broughem and Bus Way
21x same route -
106 will replace deleted segments of 4 and 8 routes between S. Walker St. and Central District and Capitol Hill. Revised 2 route will still include Seattle Public Library.
This additional distance is not that much and I can adjust.
but they will be more crowded, take longer and force me to walk several more blocks.
But it will require a 10-block walk to a stop and an increase in commute time.

The options will work (e.g. using 40 instead of 28), but bus will be farther from my house and/or less frequent.
I have alternatives now because my area is well served.
they would work, but would make it more of a hassle and make me less inclined to ride.
I live in a heavily bussed area, I've always been lucky to have alternatives.
Yes, the options are still in range for me, but they are just not as convenient, I will have to plan more time to reach my bus stops and for my trips
lol i been riding since 1977
I think - it's hard to tell from the map which stops will still be included. Like it says I will be able to take the 355ex instead of the 5ex - but will it still stop at 72nd street like I need it to? What will affect me the most will most likely be the inconvenience of bus routes ending earlier - I often work or am out socializing late at night and rely on buses to be running after 12 or 1am.
But they will be less timely and further away.
Blind faith
Technically they probably work, but if they mean walking farther or waiting longer for a bus, I'll be much less likely to use transit.
It will work because it will get me where I need to go but it will increase my travel time significantly.
I'm young and able-bodied and can walk further.
It will take more time, though. And probably more transfers. Example: loss of #25 means a transfer around the UW in order to get to UVillage.
I still can get from Thorndyke to Magnolia Village (now use the 31, proposal indicates that I would use the 33) and to work (33 still goes there).
They would work, but they are farther away.
My stop/bus won't go away, I will just have to wait longer to get the bus (and they will be more full).
They will take more time because of fewer trips, but I can still get to where I am going
I start (nearly) at the same place and end at the same place.
by deleting the 260, I would stay with what I currently do now. If the 260 left downtown at 5:45 or so instead of 5:15, I would take it every day and the cancellation would have a negative effect on my travel.
They have to. I need to work to live.
For the most part yes, though trips later in the evening will have to be done via taxi in some cases.
I have no choice! changes to the 2 no big deal going into town, coming out of town would be a mess. changes to the 66 so convenient! but I can use the Hutch shuttle.. the 8 - hmm. I need ways to cross capitol hill. this is not ideal
Although they work for ME, I am writing on behalf of the many people who do not work a typical 9-5 schedule and or need bus options off peak (I use buses off peak as well...) These people would be very affected by the proposed route changes in West Seattle. Also, my husband will, thus I will be affected by the lack of bus options from West Seattle to a new work location in Magnusen Park. It isn't good now, but the proposed changes will probably leave him no option other than have to leave his job. Also, less public transportation during major viaduct / tunnel project will make moving to and from West Seattle very difficult, less revenue from going out to events, etc.
Will probably drive more for non-work trips. Will ride light rail more often.

the changes look like minimal impact to me. but overall service is terrible compared to how it was before the last round of cuts. you cut bus #45 which was express Queen Anne to U-District, so my commute is now over an hour (often one hour and 20 minutes) via 2 and 32 plus longer walk. It is terrible so now I frequently drive rather than take bus.
actually 372 revisions are great for me, and on weekends, now. good stuff
I will continue to use the routes I currently use except for the 47 which it appears is on the chopping block. However service will be reduced on already crowded buses.
They will work, however, will be much less convenient, and will be further away. For my recreational trips, it's likely I'll either take private transportation, or ride my bike if the weather allows.
The schedule changes will not impact the types of transit trips I make.
They would work but it's not about that, it's about longer commute times - having to walk further to bus stops (specifically speaking about those who transfer from the ferry to 66. For the bus that affects me directly, route 70, the increased time intervals during peak hours would be beneficial. This may reduce bus overcrowding from riders that transfer from the ferry vs the usual 70 riders.
While my routes would continue, most would have reduced frequencies. I expect this will result in more crowded buses as well, making them even less attractive as a choice.
N/A

15. Answer: No - Why?

Until you simply eliminate the un- and under used nothing will get better. Get out of your office and visit the roadsides, ride your filthy buses and get a clue.
Too many transfer, longer routes, crowded routes
These "options" put the nearest transit stop 2 miles away from me. With heavy bags and in bad weather this is unrealistic.
Removing these routes will force me to make transfers. The routes that are left run less often, dramatically increasing the time it would take to get from point A to point B.
Time. Transfers. Hassle. Even less riders will use system.
The route will be too far away from where I live to reasonably be able to walk to.
You're stingy.
I take Route 71 from 75St 50Ave to UW and back every day. Now Route 71 will be along 65ave only, even worse it won't go to UW. I have to walk 15 blocks to take Route 65 !!!
Buses are already extremely overcrowded. If more people are on these "alternate" bus options, the drivers will have to pass riders up and make them wait until another bus is available- which could be 30 minutes at least.
I transfer two buses now with walking 3 blocks now. Without 66,67 & 68, I would be walking 8 blocks even with the alternative plans.
Most of the time I am unable to use transit for work, I believe these changes will affect traffic congestion.
I am disabled and it would add more time and I think my safety may be put in jeopardy.
Longer walk to a bus stop, have to change buses at Pioneer Square for downtown business. Much less convenient, especially in bad weather.
Because fewer afternoon buses of the routes I need does not have good alternatives.
It will take a longer time for me to get to work.

I'll have to make more transfers, making the trip impractical
because it already takes a lot of time to get to west seattle from UW, I just don't have the time to spend more
Takes too much time and I could be late to my destination which includes school
increased commute time makes using public transportation less likely and would likely increase then amount of driving I would do
I don't feel comfortable getting the bus under the freeway.
Not efficient
Would have to make more transfers with the alt. routes.
too far. as a senior it is not a good solution .in addition the neighbourhood along 19th ave. E is majority seniors and young that are heavy bus users
It'll work, but my commute is going to be a lot less streamlined.
I do not have the funding to buy a car or a bicycle, and I do not have time to walk to other parts of the city as this would unfortunately take hours. Additionally, I do not even have enough excess time to walk to the bus stations that are further away or make the transfers that would be necessary.
They don't really apply to me. I am more concerned with the fact that for every deletion those people have to ride on already crowded buses to get where they need to go--that affects all of us.
The time constraints on my schedule do not allow me to make more transfers and ride alternative routes.
If no bus runs later at night there are no options.
Lengthen my commute and I would have to make other arrangements or drive in order to pick children up from daycare and be home in time to care for my ailing mother before her nurse leaves for the day.
If it's faster to walk, I'll probably walk. Or I will travel less.
The traffic will be ridiculous with all the extra cars on the road.
Having to transfer will take more time. I used to have a direct route. If I take the alternate bus, I will have to walk quite far from my workplace to catch it.
The main changes to my routes are that service will end earlier at night, and there aren't viable options to get around that.
Service is already unreliable and does not run frequently enough. Buses already overcrowded. Having no transit after 11:00 PM is unacceptable.
with other proposed cuts, I cannot get into downtown Seattle by bus
Because I work at the UW hospital and any time I need to get home after the 373X runs, I will have to walk alone, in the dark to the Ave to catch the 73. Previously I would take the 67 or 68 to get home.
More time traveling for a mother with an infant.
There are stops that bus 68 makes that 372 does not. The 68 stop between two 372 stops is very close to my work making it easy for me to get to my car once my day is over. When I have to take the 372 from other stops, the walk is dark and unsafe. I would feel metro is disregarding my safety.
Not realistic options for bus service to continue to be reasonably quick and efficient.
I cannot find these "rider options" online.
I ride mostly popular routes, but they will be more crowded and I have a better chance of not being able to get on. This has happened, that not everyone can get on, multiple times in the last couple weeks, which is more than I've ever seen (and I've been riding Metro for about 16 years).

Service ending earlier in the evening, resulting in me walking home at night (post 12am) from my job.
These routes are already full. Reduction is not possible.
It would take way too long to transfer through seattle instead of going directly up I-405 and accross 520 to UW.
For Route 31/32, I use it in the evenings to get to/from events that end just before midnight. If the buses stop at 11pm, I wouldn't have a way to get home and would not be able to attend 95% of my activities in Fremont/Queen Anne.
I use the bus for relatively short distances (around 10 blocks) these alternatives would not work
there is no 542 after 9 am and I have to use 271 from evergreen point.
These options are possible, but would take more time +/- transfers, and sometimes require me to find my own transportation (due to the hours that the buses run)
These other buses do not run long enough into the night to use, and they do not come along as often which will leave me walking home alone at night for 2 miles
By cutting some of my routes, I have less flexibility in the times i catch a bus.
No longer living on direct bus route to work; already inefficient transit without a transfer!
I will have to go very far out of my way to use the bus service and this will waste a lot of time
Because they will take more time.
Bus68and372are the only two buses we can take to school and they are already very crowded. I have to be 30 minuties early to catch the bus, it is always packed.
Because I live in a less frequented area as do many students and not many buses come near here so reducing and cutting the ones that do will really be a huge set back.
Route 167 is the only direct route from Renton to the UW. The proposed recommendations include taking the 101 through downtown Seattle. I currently ride the 167 or the 566 to 271 to get to and from Renton and the UW. I avoid the 101 and 106 because they are longer routes and generally more unpleasant.
I won't be able to get home from school and work on the bus or to school from work at all! Service is gone, greatly reduced, or not an option because of the time it will cease.
They don't go near me or go where I need to go from where I am.
They will increase the travel time, I will have to take my car more often.
Frequency won't get better, but without flexible hours from my employer I will have to drive more often than not. Car/van pools are not option because of late afternoon departures. Most Work US end at 5:00pm (mine 6:00 not many people leaving then).
556 is the primary route I use M-F, but my alternates are 212/216/218 plus 71-73. The 71-73 are usually packed by the time it leaves the first stop (Int'l District). A cut in service will make it worse.
Because I truly don't believe I will be able to make it on a bus without the use of aggression, which will also make me feel unsafe.
1) the frequency of alternative buses are too less to be helpful. 2) increase the needs of transfers which will further decreases my willingness to take bus.
All options require walking about 12-15 blocks, and transferring at least twice, often in sketchy neighborhoods which I don't want to do in the dark in the evening or at night.
Busses are running at capacity now. Eliminating one route is likely to delay me so much that I will start missing my train home much more often than I do now.
They take to much time and I could not get to my job on time.
There will be less options to take to get to a give destination. The frequency with which a bus route option arises will be significantly decreased.

Too many transfers/distance; will probably ride bike or use other car services
Any time you add a transfer point, you add time. One of the benefits of riding mass transit should be a shorter, less frustrating commute since we pay for the service. Making it longer than if I use my car means the car is the better option. :-(
Great increase in travel time
No options for Leschi
The buses cut or reduced would affect my commute. I would have fewer option of times to get to work, and would have to rearrange work schedules and school schedules to accommodate.
I am fortunate to have good mobility and so can walk farther to get to/from a bus, but the alternatives may take too long or require enough walking that making the trip by bus is not worth the added time.
They increase the time it would take me to get from place to place significantly and would require more time and planning while allowing little to no delay time.
they will be more inconvenient for me to transfer.
While some routes may be covered by others, some of the new routes end service earlier than the current routes. This could have an impact on late night study sessions.
They would require so many transfers (and so much more walking to get to a starting point) that by the time I get to my destination, I could quite literally have walked where I was going (and its not close)
Deleting an entire route means I either have to a) walk a lot further to find a bus stop that will serve my needs b) Make me immobile without a car! And I do not own one
The other buses that are my options are also being impacted (i.e. less routes and less hours)
Would DOUBLE the transit time.
Doesn't reach the area I live in and is too far to bike or walk.
massive cutbacks to how often the busses will run will make my waits much worse.
Absolutely not
Some direct routes would require me walking an extra amount at both ends, even with a transfer
For removing Route 12 in particular (north of Madison Street), I cannot easily get to the Seattle Ferry Terminal using 10, 11, or 43. This is a route I take at least once a month to travel to Bainbridge Island.
because it means long walks late at night, usually by myself
I work swing shift and don't live on a bus line. No bus for the nearest park/ride after 11:30pm
Parking is expensive at the UW. I cannot walk long distances due to a knee injury. The bus is a real asset for those who have various injuries.
Some of the options do seem to increase efficiency. Some, however, make getting between some of the more burgeoning areas of the city (i.e. Central District) and the more bustling parts (i.e. Capitol Hill and South Lake Union) very difficult. I'm specifically looking at the changes to the 8 with this. Also, having to end routes earlier will make going out at night much more difficult and expensive.
None of them are as optimal as the routes being cancelled.
Less transit means less convenience and I have mapped my life to the routes that exist now
The 30 bus is integral to me. Without it, I would have to plan my transits far in advance, and walk further to catch it from home. Also, the other bus options don't run late at night, so there would be no way to get back home late in the evening.
Overcrowding

After a certain time at night I will have to use something other than public transit.
They are too far away.
The alternatives for Laurelhurst are much too far from my house and from most of Luarelhurst.
In some cases, there is no way I'm going to walk to my destination from further away late at night in the neighborhoods in which the change was made. I would not feel safe. In others, it would simply take too long. I already drive to a bus stop in order to avoid a connection (decreasing total transit time from ~1.25+ hr to .75 hr). If buses come less often, this will mean even more waiting around. Again, especially at night, that does not feel safe.
They take too long. I'm specifically concerned about the 48X and the 355 being cut, and these are the fastest and most efficient ways for me to get to and from work. While the local 48 works, it takes longer and is always jammed during commuting hours.
No evening or weekend service will not provide an acceptable alternative.
Too much of a hassle/too much time to make travelling to West Seattle worth it.
why should I have to rearrange my life because our local government and transit cant do their basic job?
The proposed alternatives do not come anywhere near my house.
Very inconvenient, not as safe and I would need to change my work schedule.
For example, the 30 has been eliminated. The proposed alternative, 372, does not bring you to sand point.
The alternatives are too far to walk especially in the evening and at night. Too dangerous for elderly and young adults. It is too dangerous to cross many of the busy streets in Wallingford/Fremont, streets are not pedestrian friendly and lack signage. I know too many people that have been hit by cars and seriously injured. In some cases my destination would be as far as the bus stop or the bus stop would be half way to my destination. It would also increase transfers.
I live in Wallingford on NE 53rd Street. As it is, many, many of the routes I must take have stops on 45th (and none on 50th). Although this is not ideal, it's made bearable by the presence of the 26. The 16 is not being rerouted at all to cover that section of Wallingford, making it at least a half a mile stop to the nearest bus stop (the 16 is half a mile, the 44 is half a mile, the 512 is half a mile, and the 66/67 is half a mile). For those in Wallingford who live above 50th, loss of the 26 is extremely inconvenient.
Some would, some wouldn't. Stopping the 49 at earlier time does not have a rider option, the option I suppose would be a taxi, which would be quite expensive.
Rt 73 will be moved to Roosevelt (I live on 15th Ave), Rt. 72 will be eliminated. I will have less option and Rt 71 --> once an hour?!? Commuting will be brutal.
Night buses are valuable for me. Buses that usually run until 1 or 2 AM stopping at 12 would be difficult.
I have no other means of transport except the buses and have no way of getting to some of the rider options
no alternative for 72 near my place
All of the routes that I currently use would be affected.
It is quite far for althenatives or rider options
Reducing service is not going to bring in more funding.
route 13 does not substitute for early closing of route 1 since it does not go near my home. route 2 is a possible option but walk to nearest stop is much longer.
One option is to go downtown first, then take a bus to my destination. Downtown buses are packed like sardines. I'm too old to stand up for a long bus ride.

The options will be even more crowded than they are currently. Often the alternatives are beyond standing room only, and passengers have been left behind.
I believe that the amount of time between buses will increase and they will be more crowded. The buses are already packed at peak times. By combining four of my possible routes into one, it will make riding the bus an unpleasant and inconvenient experience.
If it takes longer to get somewhere, I likely won't go (and spend my money locally).
The reduced frequency does not allow enough time for me to get to work.
These options are less efficient.
With the limited number of trips and the cut down hours for the trip of the bus 28 Express, a lot of people will walk 10 or more blocks to reach their homes. This is ridiculous.
The entire Roosevelt corridor is being removed.. There simply are no other alternatives.
The time it would take to get to work would not make public transit worth my while. I would probably pay for parking on the UW campus and drive my own car to work.
Too far for a reasonable walk to the bus stop. I can afford to drive, that is not why I use the bus, so I will no longer be a Metro rider once the changes occur.
The timing of my commutes is an issue, and I have a variable schedule.
Why are you cutting the 56E? there are a lot of riders on that route.
I have bad knees and if I have to change busses more than once to get where I am going it makes it very hard on me.
with the #30 deleted it is a very long walk,evenings and weekends for options.
Service frequency too low. No 7-day direct service anymore from north Kirkland/Kenmore to Bellevue, Bellevue TC.
It would force me to go back to driving.
It will increase my ride time, and make it risky - since I have delay in bus #1 will cause me to miss bus #2.
I have a tight schedule that I already have to fight with because of the bus schedule. If the travel takes longer, then I will have to quit my job.
Because many require more transfers and more time.
Metro routes in my area generally do not take me to the bus tunnel
Would take longer to get to work and would have to transfer more.
Without the 271, I would drive more to get from Bellevue College to UW.
Too far to walk in 'unsafe' areas to access the bus.
The rider option is to walk along an unlighted/unsafe path to cross a very busy 4 lane road to get to the nearest stop.
MY HOURS OF WORK
I would love more information, can you email it to me and thank you. Dorothy.f.simecek@gmail.com
still too many transfers in inconvenient crime places
I would have to pay more for Sound Transit and have to pay a second time to transfer.
By limiting my main route's hours to 6 AM to 7 PM, it restricts my options for getting to work. My employer is flexible for when I arrive at work, but I often catch the bus before 6 AM. On the other hand, sometimes I work late, after 7 PM.
The routes which I use the most, the 914 and 916, have the greater number of changes or has been eliminated.
I need service for off peak hours. I travel with time sensitivity, with these cuts I will be forced to wait for buses longer and transfer more, making my daily routine unacceptable to my employers.

The #12 bus has already been cut so I can't get to Pacific Place or the Pike St. market without a transfer, and I don't feel comfortable doing that as I am 72 and have Parkinsons disease.
Don't use same route as now for (unreadable) Your speakers (unreadable) meeting 7th not bus riders don't think. Couldn't answer many questions.
See below - Also plan to eliminate bus or decrease area.
Longer walking to bus and not safe walking to C. Line. 120 & 21 bus.
I would have to ride downtown and transfer to the number 3 or 4, which would take me longer to get to work. I also don't stand or walk well, I would have a hard time making the connections physically
Because people need to get around the city.
no bus service in my neighborhood after you cut the 8 FUCK YOU!
The route 120 stops running at 12:00am instead of 2:00am. there are times when my work schedule runs past midnight and I need to take the 120 back to downtown.
The 49 bus ending before 1am does not leave a viable transit option in getting off Capitol Hill -- you are in effect asking drunk people to drive. The cancellation of the 66 means alters the math of going from the waterfront to Northgate. Changes to the 70, 71, 72 and 73 leave me making more transfers to get to fewer destinations at more limited times. I live in Eastlake which is used by Metro as a through way but already under-served due to Express buses.
The routes that I take are already full of riders(especially during rush hour). If anything, these routes are over capacity, dangerous to the riders and in need of more buses.
If the 4 and 27 are cut the 3 and 14 will be more crowded. Also, how would the homeless women get to the shelter at 23rd and Yesler?
Do not go to the places I need to go to so would have to make one or more transfers. Not sure how yet.
Too long
A close friend of mine lives in Leshi and I live in Magnolia. the 33 currently turns into the 27 which is a direct route from my place to his vice/versa. With the 27 being cut my friend is completely stranded out in Leshi and has no means to get to work. I have no means to get to visit him.
Eliminating two routes and reducing my 3rd option . Are you serious?
It will work in the sense that I will get to my destination, but it will be unpleasant, crowded and take a ton more time.
I'll probably drive more. When you eliminated the #5 Northgate bus, I started driving to Northgate. There is no way I'll take 2 buses to go the 2 to 3 miles from my residence to Northgate.
YOU'RE CUTTING THE 31 MAN I LIVE IN MAGNOLIA YOU KNOW HOW HARD IT'S GOING TO BE TO GET TO THE U-DISTRICT HELL YOU MIGHT AS WELL CUT THE 33 I MEAN COME ONE
Reduction means more people in busses at peek bours
I need a direct line
Riding the C Line is already a misery because it is standing-room only before it even gets to the West Seattle Junction on the way downtown. I cannot ride on a very crowded bus due to claustrophobia (panic attacks).
brything diffeculties
The walk is too far (about a mile)
They take MUCH more time and do not service te locations I need.

It would require so many transfers and such perfect timing to make sure I would catch my bus that would only arrive once per HOUR that I wouldn't even bother using transit during those times any more for fear of getting stranded somewhere.
The options are disastrous, and I have looked at the maps. Route #31, my key route to north Seattle, is gone; and with it my access to 9 basic services; it is how I carry heavy materials home from the Ave and Fremont and is a lifeline. Route #33 has been cut back so severely that getting downtown would take double the time and with cuts to #24 buses would be so full as to be unboardable much of the day; cuts in other routes would make transfers for a one-hour errand take two or three times as long -- and I am an independent contractor billing per hour: this is expensive time. The options put the city back to the 1950s, or worse -- in short, these are NOT options -- they are enforced amputations of needed service.
time !!!
I work after 7pm
Would need to take earlier bus because of crowding.
Because I have to be on time for school everyday.
There is no realistic replacement for the loss of the 21 local especially during the parts of the day when the 21X is not running.
The options are not feasible and in some cases feel unsafe depending upon the time of day/night. These options do not work for those who have difficulty walking long distances or up/down hills, et cetera (just to name a couple of things).
My route would just be more crowded
It will make my travelling a lot harder as I will have to walk for almost 25 minutes to board another bus, and it is scary since I have seen fox on the roads as it is quiet during evenings most of the time.
Less convenient
Time and distance too great
Too long. Too many transfers
I frequent the 28 and 40 routes, both of which stop a block from my house. During rush hour these routes are already packed, and the proposed reduction would make the ride even less comfortable, decrease the convenience of taking the bus, and discourage ridership on my part and others who frequent these routes.
I do not live, work, socialize or go to school where the changes benefit the community
the 161, 150, and 193 buses are already standing room only at the 8:20 a.m. time slot...people will be left on the sidewalk waiting for another bus
They would require a transfer.
Appears I would need to abbreviate my activities in the evening
I did not see the "rider options" listing, but I can't imagine that any service cut would improve my life.
The added time waiting for the bus will be very inconvenient.
Too far to walk. Min walking distance option proposed by metro is an additional 4 blocks, uphill. Alternate bus route would encounter more traffic - slower commute.
It would make my travel time longer than it is now. I would have to catch an earlier bus.
There are no options for me.
route hrs not avail when i need them. The 249 to the 545 transfer is always over crowded. I would have to arrive at least 20 minutes earlier just to make sure that i get in the line to get on the 2nd bus. Once on the bus I will have to stand which is hard to do when you have hip problems.
Less frequent trips is flexible for me.

<p>1. They require many transfers which add significant travel time. 2. The earlier shutoff times mean I will be forced to drive for fear of not being able to make it home "late" at night.</p>
<p>The routes would make me late for work and would also make it harder for me to arrive at my destination because of the distance.</p>
<p>If a route is actually deleted, what is the option?</p>
<p>Distance to nearest bus is over a mile AND involves transfer.</p>
<p>244 goes from Microsoft to Kenmore...I don't see revised route 342 helping me with that. I have taken the 566 to Bellevue before and it adds so much time to my commute</p>
<p>Much more walking would be needed</p>
<p>Waiting for the 234 which would run hourly becomes very problematic to my schedule. Also, to stop running that bus (to Lake WA. Institute of Tech.) at 7:30 impacts me as a night class instructor, as well as my students.</p>
<p>Don't cut the 240 route bus that currently ends at 11:00pm to 9:00pm. Some UW students do homework until much later, and moving the end service time earlier would affect those students.</p>
<p>Not enough pick up times. this would make the length of my commute to long. I would get back in vehicle</p>
<p>not practical or do-able</p>
<p>I can drive to work and get there in 25min. I prefer the bus, but it takes me 1 hour instead. With the changes and new connections, it will take me 1h30min or more, which is not acceptable. I will drive instead :-{</p>
<p>Because I already use them now, this is not the first time the routes I take have been changed.</p>
<p>You need to ELIMINATE 226 and 245 completely. No one uses them and they are unneeded intrusions into neighborhoods.</p>
<p>My trip will be longer and I will need to change my starting time at work. Also the new route make me fearful of the passengers that will be riding the bus because it is know as a problem route.</p>
<p>if you delete 167, there is really no way to get between renton and UW Medical by transit... it will take over 2 hours. you need to delete other routes in renton, and move all buses to Main Ave instead of Rainier Ave, it will be faster and more direct... with more important destinations like city hall and courts, community center, library, tons of regional and social services at the old Renton city hall, aquatic center... Reinier has nothing but huge parking lots and drive throughs and buses have to make such a detour for that?! who goes shopping to super walmart or mclendons by bus?!</p>
<p>Adds more time to an already long commute and I will have to adjust my work schedule. It could cause the possibility of missing my train on my commute home.</p>
<p>Your intrusion into my neighborhood has compelled me to swear off using your system EVER for anything, no matter the price or ease.</p>
<p>I have school, work, church & family commitments everyday and the extra time required for transfers and travel would mean I will have to eliminate one or more of these necessary life commitments since there is only so many hours in a day.</p>
<p>These options do nothing to shorten my trip or make it more convenient.</p>
<p>The D-Line is already too crowded and unreliable. These changes will only make it worse. As it is I have to allow for 30-45 minutes of possible delay to reliably arrive at my destination on time.</p>
<p>Cancelling routes that take me home.</p>

There would be no way for me to get home from my volunteer job at SSCC (125) at 7:30p
Wait time is longer with canceled line reduced frequency combo.
Because I would still have to wait an hour if I missed my bus in the U-District.
Changes would have to work if I am going to use the bus system. However, I would use the system less and if I did use the system I waste an unreasonable amount of time
Because there will be no alternatives for areas in rural King County
Trips would take longer and be less efficient.
I like the way it is now!
No other transit service goes where I need to go.
I don't think we should have to walk two miles to get on the bus. During the winter months its really dark for much of the day, and the roads/traffic is unsafe in rural communities. Too many people are killed running accross the street for a bus or to cross over.
My route would become more crowded
I will have to walk much farther to reach the bus. I am an old woman with arthritic knees, and the extra walking will be a burden.
I am a UW student living in the South End without a car, and as such many of my trips, especially for errands, are neither during peak hours or peak direction.
There will be less service and I drop my kids off at daycare. I need service throughout the day in case I have to pick them up for illness/emergency.
A lot of the proposed alternatives are /barely/ feasible. It is as if those planning did not consider those who aren't able-bodied enough to make longer treks to stops, or any of these suddenly uncovered Eastside communities as important.
it'd be way too far away
This route already doesn't run frequently, further reduction of service may potentially eliminate my ability to use the service at all.
Well, possibly. The only 2 options now within a mile of my place are now a hike, and the buses will be packed because all the useful routes are gone, and will take almost 30 mins longer to get to work. I'd rather pay for parking downtown - lesser of 2 huge evils.
More tranfers; too time comsuming...time to drive....
Parking will be a big problem. And it will take me more time to go to and from work.
The 70 is slow. It is ridiculous to make people who are already going though medical treatments have one more thing to worry about. The 22 services an area that is underserved by transit as it is. If I have to get my wheelchair bound mom home from Alaska Junction it will take longer. We have to walk through an unlit greenbelt at night to get home without the 22 or 21. It is not safe.
Because the proposed solution from Metro is to reduce routes servicing my neighborhood from three routes to one route. The routes that come through are already very full, reducing them will just make this problem worse. Additionally the "rider options" route runs less frequently and stops running before many of the businesses downtown close.
I live in south end of west seattle, so if the 21 disappears the only viable option is the C line why has been and continues to be a nightmare to use. Removing the 21 just dumps more people on the C Line, which is standing room only from the front of the bus to the back of the bus. Where are the people riding the 21 supposed to go? The Rapid ride C Line has not been rapid ever. With so many people being crammed into one bus line it takes so much additional time to get people on and off the bus that takes longer than before.

The "rider options" or alternatives are simply less convenient, more stressful, and obviously impactful options. For something to "work for me", it must be equal or greater than what is being removed.
To far away, too infrequent
Because I will have to ride through the U district to get to work, or I will have to walk to Northgate to ride (25 min. walk)
They may work, but its still going to take over a n hour to travel to certain locatons within the city, which is ridiculous!
Adds 20 to 30 minutes to my commute. in my 2 jobs I have a certain amount of time in between to catch a bus. The wait time would definitely increase.
To catch any bus, I will have to walk almost 1.5 miles from my house to the Eastgate Park and Ride. This will make the trip much longer, wearisome, as well as increase the chance of missing a bus. When I go to Issaquah, I will be required to walk those 1.5 miles, and then spend more money on a Sound Transit bus.
Timing + transfers too inconvenient. Would be easier to drive.
No because then everyone is going to use these "options" and the busses will get more crowded than they already are.
You're limiting my options in my case. The 208 would be my only route. It also means that I would not be able to use Metro to go directly to Seattle. I would have to transfer to Sound Transit, which I do not like.
Too far to walk.
I already have a long commute time and going from two buses to three buses for a one-way trip might be time-prohibitive.
Some will, some won't. The #2 roue should remain on Seneca/Spring and continue to connect Queen Anne to Lake Washington. We use this route regularly, sometimes daily to connect with the Seattle Center from First Hill, for work, for entertainment, and for education. Moving it to Madison St. will make this much more difficult.
there are only 2 bus routes that come near my home base and they are both being cut in service; so I will have to take an earlier bus to get to appts and therefore will spend longer in transit than before cuts.
They will work but become increasingly inconvenient
It's nice to have one long ride that can get to many neighborhoods across the city. The #2 accomplishes that without needing to transfer. It's a great bus, always crowded and always appreciated.
too much time will be spent getting to my destination
They're completely inconvenient, more so than they already are.
If you take away the 215, all the North Bend and Snoqualmie riders will use the Issaquah Park and Ride and that will overflow the buses more than they already are. It is too crowded now-always standing room.
They will result in longer transfer times. The bus takes long enough as it is.
They are further away, require more transfers, will run less frequently which means during rush hour buses that are already crowded will be even more crowded and forced to skip stops to pick up passengers making it even harder for me to reliably get to work on time. As it is, there are some days I finish my part-time job at 10pm and have to take two transfers and it takes me nearly 2 hours to get home sometimes if the routes are delayed and I miss my transfer.
Reduced hours
Depending on the situation, it could make bus transit less efficient. More transfers also could mean waiting at stops alone at night longer which 9am be dangerous.

<p>The alternatives ask me to walk even further than I do now, go through inefficient parts of the city (longer trip than now) or now require me to transfer (two buses instead of one).</p>
<p>I work by the Seattle Center at night & on weekends and live in Rainier Beach at the very end of the current #8 line. Even though it's an hour commute, I only have to catch one bus (usually from Seattle Center between 10pm to midnight depending on work schedule). I'm female and it's also a safety issue. The #8 drops me off 2 blocks from my front door. All other proposed options if the #8 were to stop running earlier or if I had to transfer to #106 would make it almost impossible for me.</p>
<p>The alternate buses are already VERY full. Reducing service or deleting routes will make them even more packed.</p>
<p>I would have to cobble together 2 or 3 rides for what is now a single trip. Further, making the routes run every hour rather than every half hour makes transfers almost impossible.</p>
<p>It makes my regular walking and waiting time worse.</p>
<p>The time that it allows to get to the bus stop and the frequency of the route; plus the additional number of people on the bus making it more crowded.</p>
<p>Without Route 167 my commute will be very long. It could take 2 hours because of transfers.</p>
<p>I will not be able to get here on time. 12 tardies & I'm a gonner which means I'd have less than a month of employment left.</p>
<p>i will be moving to a new shift time at work and the new shift time will have no routes running at the time I need.</p>
<p>My house is about 10 mins drive to Lake City and there is no where I can reach to the bus and connect you recommended.</p>
<p>It would take so much longer.</p>
<p>These options are very confusing and it would be very difficult to get home.</p>
<p>I have trouble climbing up and down steep hills or steps. Both alternatives involve a lot of traveling and climbing and are also very treacherous in icy weather.</p>
<p>THEY ARE NOT CONVENIENT AND USELESS</p>
<p>There is only one route by my house.</p>
<p>There are none</p>
<p>All the routes I could use to get into and out of South Park would end way too early.</p>
<p>They are not as close and would be dangerous to access alone. The station nearby is far safer and easier.</p>
<p>The rider option for eliminating the 8 suggests taking the 11. But I use the 8 to go to Group Health, to the Seattle Center area, and south to Columbia City. So, either a transfer is necessary or a lot of walking.</p>
<p>because there would only be one bus I could rely on to get places because the two I take now would no longer service my area or service it when I need it to..</p>
<p>Getting rid of the 48 Express doubles my time to work.</p>
<p>Scheduling issues that require far more rigidity vs. The flexibility of timed buses.</p>
<p>I work two jobs, which I transfer between each weekday. The first job varies between three different locations, one in West Seattle, one on Queen Anne, and one on Sand Point Way. I must then make my way to Steven's Elementary in one hour. This is absolutely impossible with the new changes. Moving my downtown transfer means I'll be 10 to 20 minutes late when transferring from the C-Line. Transferring from my job on Sand Point Way will be impossible, as the 30 and 75 are already so unreliable that I cannot predict their arrival, and without the 30 I will generally have a 50-50 chance of arriving to work 30 minutes late.</p>

<p>The proposal to use the 40 in place of the 26 and 28 is laughable. The 40 regularly passes passengers by on Westlake (northbound) because it is already over capacity.</p>
<p>No, because with the increasing amount of residents in the city there needs to be more options of mass transit and not less.</p>
<p>I live on Magnolia. One route would be gone and the 33 does not run late enough as is.</p>
<p>I've been all over the metro website and don't see these options/alternatives (would be helpful if, when someone is here: http://metro.kingcounty.gov/am/future/proposed-changes.html#routes_1-50, and selects their route, the page they get directed to links to these options). However in my case (Route 14), with all evening service and all weekend services potentially being cut, I don't see what alternative there would be.</p>
<p>ending the 28.</p>
<p>Due to the inconvenience of time taking a bus very early in the morning to reach a park and ride to catch a VanPool and the late time I'd be arriving home due to the inconsistency of the VanPool schedule/route. I'd rather drive to work and drive home to my family in less than an hour each way instead of spending 4 hours commuting a day.</p>
<p>I don't consider longer commute times, increased transfers, more crowded buses (so I have to stand rather than sit and be able to get work done) as something that will "work for me."</p>
<p>I live on the route of the 12 on 19th ave. In order to access the 12 downtown, I will have to walk 8 more blocks (from Marion to Pike). Once I reach my destination, I will have to walk an additional 8 blocks. Further, I think that this deletion will negatively impact a significant population of the city</p>
<p>Too long of a walk with my family (toddler in tow). Remember it's just not singletons/couples that use buses, but elderly people and people with families with youngsters in tow that can NOT walk long distances.</p>
<p>The additional commute time and hassle having to transfer to a 2nd bus to get to and from work will be significant.</p>
<p>they "work" but it's about quality of service</p>
<p>Wait longer than 45 minutes for the first bus home</p>
<p>I would have to take 2 buses. The only reason I live where I do is because of the transit options.</p>
<p>Longer commute to work and a further walk to catch my buses.</p>
<p>Because this does not resolve the issues of where the money is going to. It only is a penalty to users who do not have the means for other transportation options.</p>
<p>Why are already taking the bus less because it takes FOREVER to get anywhere using the bus because it winds all over the place & if you miss 1 bus, the next 1 does not come for another 30-60min. The new cuts will add MORE transfers (therefore more time). We can't spend all day taking a bus to get 15-20 min away. Of course, the car trip will now take a lot longer now that people won't be taking the bus so expect the West Seattle bridge to be backed up for miles!!</p>
<p>There will no longer be a bus that comes within a few blocks of my residence. We will have to walk 15 minutes just to catch a bus to get to the Junction in order to transfer to the Rapid Ride.</p>
<p>Existing routes are very sparse and with express buses only running 6 or so times a day it's very difficult to coordinate with my work schedule.</p>
<p>I can walk downtown faster (35 minutes) than wait for and take the bus, transfer etc. (50+ minutes)</p>
<p>Reduced frequencies require changing my schedule & taking longer to get to the same places at same start times.</p>

<p>Instead of walking 1 block from my house, I will have to walk about 10 blocks. This is NOT convenient or always doable.</p>
<p>The route 8 revisions eliminate the possibility of getting easily from Capitol Hill to Rainier Beach and vice versa.</p>
<p>The deletion of the 308 alternative for me was to take the 65, that is not a realistic alternative from my current stop.</p>
<p>There are no other options on Vashon Island.</p>
<p>Because none of them work for me now.</p>
<p>Poverty</p>
<p>Routes near my home are being eliminated</p>
<p>The rider options are already overcrowded and frequently stop picking up passengers by the time they reach my stop.</p>
<p>The Orca card is no longer an option for me and my friends. The water taxi is extremely limited and we are all retired, so the times are not convenient. Our Arbor Heights, Genesee Hill and the Alki route have all been eliminated for us. We all quit riding the bus last winter. The buses were never on schedule, transfers were confusing and not fun waiting in the wind and rain to see what bus would show up.</p>
<p>The 50 runs infrequently and is slated to be eliminated on weekends. SODO access from West Seattle on weekends would be awkward and time consuming.</p>
<p>The 128 is currently the only route that goes by my neighborhood - High Point. High Point has a high volume of Seattle Housing Authority Housing and many of the residents there require public transit. The only option we will now have is to walk out to 35th Street SW or Delridge Way SW and that only helps if we are attempting to leave West Seattle by travelling North or South. My commute is 1 mile West... this will not be possible with proposed changes.</p>
<p>Takes too much time, distance is so far I would need to drive to the closest stop</p>
<p>The bus would come last often, so I would drive instead.</p>
<p>Currently I have a 10-minute walk to the West Seattle junction, where I take the route 50 directly to my job on 1st Avenue South. Now, I will either have to walk 20 minutes to catch the revised 50 on 35th Avenue, or transfer via the 128, with all the uncertainties that transfers bring.</p>
<p>Too far, too crowded, and too much time.</p>
<p>The bus is already very crowded and there will now be fewer trips.</p>
<p>transfers take too long. late buses mean missed transfers. fewer routes mean overcrowded remaining/redesigned route buses.</p>
<p>I often ride at night, and almost all service is being eliminated when I need it.</p>
<p>I have a very volatile schedule so it would make rideshare a challenge.</p>
<p>You took away the 39, so now I already have to transfer just to get from Beacon Hill to downtown. You're making it even more of a pain.</p>
<p>The efficiency of the 242 makes it easy to bus to work, I would probably drive if it is cut</p>
<p>rideshare is not an option over adhoc bus use, where there is no longer bus service there is no option but to drive or walk miles to get to a location.</p>
<p>Time constraints</p>
<p>The 5X is about 20 minutes faster than the 5. Each way, that's 40 minutes. I take the bus and work downtown because it is convenient, and that isn't convenient any longer - it would be as long as my old eastside commute.</p>
<p>Because these buses, which I use occassionally are already packed, standing room only and soemtimes buses just going by since they are already full</p>

I need more time flexibility to work the hours required by my employer and the current vanpool hours barely provide that.
Increased time and distance make the 'alternatives' unworkable.
With 240 and 241 being cut, I don't believe I will have any way to get back to Factoria from Bellevue late at night.
They're not good enough for my uses.
They would require multiple transfers. A trip that I could now make in 15-20 minutes could take close to an hour, depending on the timing of transferred buses. I would likely buy a car.
There would only be one bad option available
I currently work in Kirkland - up until a few weeks ago I lived in Kenmore (which I will note, has a fairly large population of elderly and low income people who rely on bus service), and it took me a full hour to get to work. With the proposed changes (specifically getting rid of the 234's service to kirkland/bellevue), it would likely take at least an extra half hour if not more to get to kirkland, meaning at minimum a 1.5 hour one-way commute to a location that takes on average 20-25 minutes to drive to. Also the reduction of night time service would mean I can't stay late anymore and would have to get a ride home.
Need to transfer when I did not before.
Because you are making cuts that make zero sense to those of us who actually ride the bus. Overflowing buses are not pleasant to ride. But you would'nt know that....I am sure you all drive to work. If you actually took the bus, you might see things differently.
Because it would mean more time either traveling to the bus stop, waiting at another bus stop for my connecting bus to my final destination and/or walking farther to catch a suitable bus. Worst case I would have to figure out an alternative way to commute.
Speaking as a former rider of the #21 route -- no way! Service on 35th Ave SW is already very lean.
your options suck! don't reduce the 214!!!!!!!!!!!!!!!!!!!!!!
Too far to walk to get to new route options.
I already have to walk pretty far, walking up to a mile at night, in the dark, is not an option. I already feel unsafe walking >1/2 mile.
The deletion of the 72 and moving the 73 to Roosevelt puts that line significantly further from my home and no longer a realistic option when I need to take the 72.
walking becomes to long
They are closing routes that all serve the same bus stop, so I don't need alternatives, just have fewer options.
Most of the changes would require me to walk further than I am able or willing to, and/or require transfers that add time, discomfort (especially in the winter) and risk to my route. I have a car and would likely quit taking the bus in those situations and just drive.
There are fewer spaces at the Lake Meridian P&R and its further away (and in the opposite direction.) Kent-Des Moines P&R is significantly further away. Kent Station parking is already a nightmare and will only become worse. Some of the 158/159 trips are already overcrowded and eliminating BOTH of these routes will make the commute worse. The 157 takes longer than the 158/159 does now. That will also become worse if both the 158 and 159 are eliminated.
Because of my work schedule, I work very early mornings and late evenings. Transit options are already limited, and with further cuts, I would have to decrease my work availability, find another job, or take a taxi.
It will take me longer to get to work. I will now have to make a transfer.

<p>Many bus lines are being removed and their alternatives simply take too long to take me anywhere, compared to what it was before.</p>
<p>Putting the 72 on Roosevelt is a significant disadvantage for riders in the Wedgwood area.</p>
<p>I often use the bus to get home late at night from work or from seeing friends and family. Eliminating or reducing service after 10 p.m. (as is proposed on routes 7 and 8) would leave me without a safe way to get home. As a young woman, I don't feel comfortable waiting for the bus for long periods of time alone at night, and I can't afford to take cabs. Also, being forced to transfer routes instead of staying on the same route would greatly increase my transit time and make getting to and from work a more lengthy and unreliable process.</p>
<p>With some of the routes ending earlier there's no acceptable alternative for me and I will be forced to find an alternative to transit for days when I need late night service.</p>
<p>they are on the opposite side of the seattle center, no way to get to leschi</p>
<p>The 542 doesn't serve 148th Ave in Redmond.</p>
<p>A deleted route does not help because the provided solution is not close enough to be feasible</p>
<p>Having to walk further or wait for a transfer is a big safety risk for me, especially any time it is dark. I was mugged recently walking from a bus to my destination.</p>
<p>Not frequent enough and / or not direct enough</p>
<p>The number 28 has already been severely cut back.</p>
<p>They will increase travel time and inconvenience. All of the routes I take are currently very crowded so it is hard to understand why they are targeted,</p>
<p>Must walk over a mile to nearest stop.</p>
<p>Working at South Seattle Community College, for example: The proposed changes will eliminate all but peak-hour trips from the 125, thus leaving no clear alternative beyond an extreme inconvenience to find one's way to a very large employer and student destination. This would be inexcusable, and leave those who do not fall under that very specific time-frame stranded, or extremely inconvenienced.</p>
<p>I'm concerned it would be too crowded for me to be able to get where I need to go on time.</p>
<p>None of these work because the options require the use of walking longer and transferring. Especially in light of the apparent increase in robberies and criminal activity in capitol hill would require me traveling alone for father distances.</p>
<p>The proposed options and alternatives create a great strain on my daily travel to work, groceries/errands, and entertainment and result in a significant inconvenience as well as a decline in safety, due to the distance I will have to travel from my bus stop to my doorstep, particularly at night.</p>
<p>My work schedule is variable and I do not travel at consistent times. Currently, if my bus doesn't connect at night I can walk 1/2 mile to 1 mile to another bus what will take me reasonably close to home. The proposed changes reduce vital service for me, resulting in longer transfers making me have to wait longer at night in the dark and cold. :(</p>
<p>In some cases, yes, but in other cases, I would need to drive.</p>
<p>Eliminating the 17 last fall made it difficult for me to travel to my destination on Nickerson from downtown midday. eliminating the 26 and 28 would make it even worse.</p>
<p>I will either have to leave work earlier to get to my destinations on time, or I'll have to get to my destinations later. The penalty to missing a bus will now be essentially catastrophic, and the chance of a bus simply being full and passing by (something completely out of my control) is now much higher.</p>

<p>There are alternatives, but 40 is a slow bus with too many stops. Deleting 26 and 28 would put heavier load on 40 and more frequent / longer stops. Of course, that's until they fix Mercer mess...</p>
<p>I leave at 7:19am from Bellevue Ave E and E Republican St to catch Route 8 which is about 5 blocks away. I catch the 47 or I just walk. My stop is at E Olive Way & Summit Ave E. I catch the 8 that arrives at 7:35 - 7:40am, which gets me to my destination at E Alder St and M L King Jr Way E at 7:52 - 8:00am. My bus already comes late most days of the week and does not need any time cuts or route cutting but needs MORE SERVICE. I'm sometimes tardy to school because of the bus arriving late. Me and other fellow students use the 8 to get to Garfield High School at this time to get from Broadway. The route cut would be unfair to the citizens that live in Madison Valley, because they would have no service on M L King Way Jr E and would have to walk up a steep hill to 23rd Ave E to catch route 48 or route 2 at M L King Way E & E Union St, or walk a long distane to route 11 at E Madison St & M L King Jr Way E. If there were cuts to the 8, atleast route it from Seattle Center to Jackson Square (23rd Ave S & S Jackson St) to link up with the 14, 48, and 106. Alot of elderly people in my building rely on the 47 from Summit to Downtown even though the 8 and 43 are about 5 blocks away. They are disabled and can't manage that. - Max, 14 years old.</p>
<p>They are much less convenient than existing routes and would pretty much force me to use my car, which I don't want to do but would be the most time-effective alternative. No one likes to run around looking for a bus line, especially at night when service is already much sparser than most civilized cities.</p>
<p>The trips will take much longer.</p>
<p>The distance is acceptable but the routes involve VERY steep hills, or walking through very unsafe areas at night. I would have to move, after 40 happy years in my home.</p>
<p>I would need to transfer in my wheelchair, on hilly ground with a poor sidewalk, often in the dark. I would need to wheel in the rain. This would be every day.</p>
<p>I live in a very busy area with lots of people who take the bus. If anything changes, buses are going to be even more full.</p>
<p>most places I try to live close to a P&R to catch a bus</p>
<p>Nothing will be as convenient and omnipotent and it is now.</p>
<p>I need service during non-peak hours.</p>
<p>The buses will be so much more crowded you will lose people (like me) who can afford to drive and will chose to do so for comfort or convenience sake.</p>
<p>2 or 3 transfers is too many. If connection times are not reliable optimized by Metro, some trips will double or triple in time. For my use, this will strongly affect my choices shop at a particular small business vs. going to a chain store.</p>
<p>I use the 277 and 265 when the park and rides to pick up the 542 and 545 are full (overlake and redmond fill before 7:30 most days and they are not within easy walking distance/bussing to these centers is inconvenient with current service). With the changes I would be forced to drive to Seattle or add an additional 30 mins on to my bus commute on days I'm not up early enough to park.</p>
<p>Too far to walk with a 5 year old to get to the bus. Too far to walk with a 5 year old to get from the bus stop to school.</p>
<p>Too infrequent</p>

<p>With the proposed changes, you make recommendations for alternate buses riders can take in the event that their bus is getting cut. Except that a number of buses you recommend as alternatives are also getting cut, so those buses will experience over-crowding and, likely, delays. For example: the 68 bus is getting cut entirely, and you recommend as alternate options the 73 or 372, both of which are slated to have cuts in service.</p>
<p>Sometimes I want to travel later than 12am or midnight if I am going to University District for a show or something.</p>
<p>The only bus for me to go home from downtown, after the change, will be the 40, which passes through Mercer. There's always a huge concentration of traffic there. The collective transportation routes should not be affected by individualist transportation mess. Not being able to take the 28 or 26 anymore would make my trip longer in average.</p>
<p>My main to-work route's changes won't have a big effect, but my errand routes will be significantly affected.</p>
<p>the bus no longer runs for me late at night, which would mean i would have no option but car or cab during those hours. also, the distance from my house to the new stop would mean that i would be greatly disincentivized to ride the bus when it is cold, early in the morning, or late at night (most of the times i use transit)</p>
<p>No other stop to Star Lake from Downtown</p>
<p>Work' is a relative term. It will make it harder and longer and even less pleasant to use the bus.</p>
<p>reduced service equals less opportunity to get to my desired location quickly</p>
<p>My commute will most likely be unchanged, since my stop is served by both the 26X and the 26, but the cancelling of evening and weekend trips will definitely decrease my ability to use public transit for non-commute related trips on the weekends and evenings.</p>
<p>It looks like there will be a gap on MLK between Jackson and Madison, where the 8 currently serves.</p>
<p>The alternatives to my usual commute would have me walking farther and my commute time would be longer.</p>
<p>I depend on the 28 pretty regularly from Ballard (3x/week) in the spring and summer months. If this was cut it would add more walk time and depend on new routes, transfers</p>
<p>More riders on reduced routes, crowded bus, safety issues due to standing</p>
<p>I juggle a very full schedule (teaching, parenting, going to school). I already use my bike to get to buses that are farther away. Less service will make it impossible for me to fit public transit into my schedule. I'll drive A LOT more.</p>
<p>Installing bike lanes is a waste of valuable road space, McGinn..... Taking roads down to 1 lane in order to facilitate bike lanes is stupid.</p>
<p>It would take too long for each trip and transfer</p>
<p>They might work for some people but not everyone. As people who neither live in this city nor rely entirely on busses for transportation I don't expect you to understand it. Streets will get more crowded = unsafe traffic, the connections are always off as it is, with these changes there will be longer transfer times. People already spending an hour or two will spend 2-3 hours in transit. That is time they could be working.</p>
<p>The only "option" for me is to wait an even longer period of time in a dangerous neighborhood to catch a bus that, given KC Metro's typical service, may or may not show up. That's not really an option.</p>
<p>I am technically "too close" to qualify for other route options.</p>

I live in a zone that is between all the other busses. Delridge is and the 120 is a half mile from my home, the 128 does not go the direction I need, the 22 does not run regularly enough and the c line is again over half a mile from my home.
You have already taken away 3 routes into our neighborhood.
there is no midday bus service from Issaquah by Fred Meyers to North Sammamish or vice versa
Stops are already too far away and too far between.
Too far to walk to reach an alternative bus.
Extra transfers or much longer walking distances, or even worse would be the time it takes to get anywhere
It will make my commute less convenient and I will look into carpooling instead.
Deleted Route 61 would force leave that entire North Beach area without service except for M-F during peak times. Many of us would have to walk for about half an hour to reach a bus that would take us to our usual destinations (Downtown being the main one). The Route 40 (the main route serving Ballard) is one of the most congested and unpleasant and delayed route I've ever taken. Often crowded and serviced with a short bus, a lot of people are looking for alternatives to that bus service. At least the Route 40 runs up 24th where the old 18 (non express) ran. Without the Route 61, a lot of the people in the Sunset Hill area and North Beach area would have walk quite a ways to find a bus downtown. Essentially what you doing is creating less of an incentive for people in the area to use Metro in the future. You are eliminating your customer base and fewer people will be making trips with Metro. The other alternative would be to run a small shuttle (Is it called Dart?) instead of the 61. I know walking is good for us, but Honestly I know people especially the elderly who have moved out of the area because of cuts to these neighborhoods. Instead of cutting look for a creative way to at least run a bus on 85th (that eventually goes downtown) between 24th and 32nd. Thank you for listening. From a concerned person in North Beach
I would be more likely to drive than wait for a poorly timed transfer.
I believe that with the cuts, the buses will be more and more crowded, making it unlikely that I will choose to ride and will likely drive for convenience and comfort.
you already deleted my service.
They would get me where I need to go, but slower, with more inconvenience, and not necessarily at the time of day I would be interested in. I would be more likely to look at other options: cabs, personal vehicle, ride from a friend.
I take the 372 to work (UW), but I use the 72 for all my errands, general use, etc. because the 372 does not run on weekends. If the 72 is eliminated I am stuck in the evenings or weekends to get downtown or other places/events because there wouldn't be a bus to take. If the 372 were available on weekends, I would still have to make a transfer to downtown or elsewhere, because the 372 does not travel to downtown. I don't own a car!
no viable options were offered
i walk with a cane, so i would have to take a bus to the train into town, and another bus in town to work
The available times are limited as it is.
These proposed alternatives never work as well as what they are intended to replace. Never. They look good on paper - but the reality is they fail.
My options were RideShare, or to alter my work schedule.
Because I frequently travel along the 271 to Issaquah and get off past Eastgate, but before Issaquah proper. I need this service, as it is the only transit link within miles.

I am not disabled but the walk up from the water taxi would be difficult for me. My schedule varies a lot, so I don't think van pools would work.
Service is just enough as it is. We need more.
Stopping the 14 at 31st and McClellan would mean I would have to walk ONE MILE to get to and from my house.
They will only work on some days (weekdays) and not in the evening.
They will take a lot more time. I live in the deleted portion of Kirkland. I travel to UW Bothell everyday.
Many of the routes propose to end service earlier. We often use the bus late at night as a safe alternate when drinking and/or walking home.
I ride the 27 about four times a week, at times that I work in around my daily schedule. It varies.
The 65 is already PACKED full of people at the time I would take it instead of the 30. No room on it even before eliminating the 30.
It's almost a mile to the closest bus stop at that point. I don't know if it's worth it to continue riding. I have a car, and could drive to work if necessary.
For example, 9X will now only run northbound in the morning and southbound in the evening. I need to go south in the morning and north in the evening. This eliminates the best way for me to get to work.
I would have to walk 5 blocks uphill to catch the alternative route and I have MS
Walking at 8 or 9 p.m. at night, especially, or early in the morning, is not very safe in the area I live.
Most of the proposed changes would require me to transfer a bus, which is something I'm not interested in doing.
It will take twice as long to reach my destination. I will need to walk much farther to a bus, transfer to multiple buses, and the trips will take much longer.
I would walk a long way to get to work
Because it looks like you are canceling every single route that goes through my neighborhood!
I live at the 7700 block of California Ave SW in West Seattle and work downtown Tuesday through Saturday at 6:30 am. I will have to walk in the dark quite a ways to catch the C and coming home, I'll have quite a ways to walk up a large hill. My 20 year old son takes the bus to school usually not during rush hours and will have this same long walk to the bus stop.
While my "home" route is unaffected, I travel by bus frequently in the evening to various parts of town, and my transfer waiting time looks like it will be longer.
The schedules for my connection would not line up, i.e. would require a 15+ minute wait, and so I would have to walk instead.
cutting late night service back up the hill or from the hill to other parts of the city will also negatively affect businesses in what the city is choosing to advertise as it's "Night life" district. I don't live in a SUBURB where things close at 10pm, I chose to live in the heart of a CITY where people are awake and OUT at 1am. Most of my friends and businesses I frequent also are on or near bus lines, my friends and I use buses to get around to see each other. the cuts to the 8, 5, 43 and the 44 are a problem; particularly the need to transfer 3 times to get from 15th/john to massachuset/mlk, whereas today you just get on the 8.
I have arthritis and eliminating route 25 means a longer walk to 65 or 75 stops.
Take the 554... Same problem it's already packed just like the 214.

They will not accommodate the already packed buses if consolidating the 177,179,178.
It makes me to walk over the bridge, where traffic is heavy. It also makes me to walk 10 min between transfers.
I would have to walk 4-6 blocks in the dark in an area that I do not feel is safe to get to my bus.
The option provided doesn't take me where I need to go. And if I use it, I would have to transfer more frequently and the trip to my destination would take longer.
I live in an area with limited transit options to get downtown - the Link light rail and the 8.
An alternate route means you're inconveniencing the individual that has been taking that route for years. Yet you do nothing to curb the masses of people who come into this city (single passengers), creating the congestion that ultimately causes the system to fail. There is no incentive to ride the bus! Cuts = less riders, price hikes = less riders. Both = less riders, and more people driving their cars to the city.
As an example, if the 50 no longer serves the Junction, then Junction area residents will be cut off from all access to SODO and Light Rail.
I take a ferry to get home and so have very specific times to meet
Busses already crowded. Transfer time and walk time would make it harder to get to work
There is no way I am able going to get to work at a reasonable time because of the cuts to transit- specifically all service on 19th Avenue which I rely on heavily. When I take the #12 bus it is very full, I can't imagine the effect that this would have on routes in the area without #12. I need to go into work different times because of the needs of my employer. This is completely unfair and should not be passed. These routes are also vital to people that need all the hospitals/clinics along E Madison. Patients appointments are not specific to peak hours. This is completely absurd to limit service in such a way.
Some changes will be fine but shutting down the 43 earlier means I probably won't leave the Hill often. I had to give up my car when I moved here because of the parking situation, and I rely on the late night 43 bus to get home from Ballard and the U District late at night on weekends to save on cab fare. There are very few late night bus options in Seattle that don't require transferring somewhere downtown in unsafe areas. As a female traveling alone at night having the 43 covering so much ground has been huge for me feeling like I can venture out of my neighborhood after dark.
I'll have to see. It seems that my Bellevue - Fremont trip can still happen at weekday peak, but getting home from Fremont during "night" frequencies is rough unless there's really good staggering of timings.

15. Answer: I don't know – Why?

They will surely mean more commuting time, which is dangerous late in the evenings.
some would work, depending on how far I'd have to walk
My bus route will not be cut, but another route (72) that is proposed to be cut will overflow onto my bus (372). The 372 is already crowded. I am concerned about these changes.
In the cases where nighttime service is proposed to be cut, I'm not sure what I would do differently.
Because I don't have a permanent residence

Current #4 is not always reliable and I believe a bus that starts even further away will result in less reliability. This could be a detractor to bus ridership.
With more reductions I will stop using transit
I haven't reviewed the changes yet
I'm not sure how close to my home/to my destination the new routes will stop. I use more than a few busses regularly.
I did not see the rider options when I was looking at the changes
I'm not aware of what the alternatives are that you've identified.
where are rider options listed?
My biggest concern is the amount of riders I see. I believe that the buses will be so packed that I will have to wait at one stop and watch packed buses go by that can't pick me up.
Where can I find them?
I have not looked at the rider options
Taking the bus requires additional time (walking/driving to bus stop, waiting for the bus). It is difficult to find bus routes which are compatible with work/childcare/appointment schedules.
No clear where the options are described.
I'm a freshman at my University. I'm too busy to know anything about this shit.
There is a great possibility that it will lengthen the amount of time that I will need to spend in order to get to and from where I need to be.
Mostly I worry that getting around Seattle by bus will take much more time and be much more limiting with the reduced routes.
For the most part, I think they would work, but they're much less convenient
I didn't know that there were "rider options" and I don't know what they are.
Currently a bus runs down The Ave where I live every 10 minutes. Often the buses are very full. I'm worried that cutting service down to one line would make it difficult to get to work/school/social events because the buses would be too full to ride most of the time.
I don't recall anything about rider options
Haven't had any practical use experience with those alternatives.
The alternatives may not work for every trip
Haven't looked at the options.
They'd probably work, they'd just be less convenient.
Not as frequent available times also more transfers will take longer
Some trips will work, some will not.
For some of the service cuts the alternative options are already very busy (standing room only). The rerouting also makes it difficult to efficiently get to places formerly serviced by routes that are deleted completely.
I don't like walking in seattle weather in winter.
With the 5X being cancelled, it would make sense to increase the frequency of the regular 5 at peak times.
It's a matter of more than 4 blocks for any of my "rider options", in the case of the 47.
The trips that the changes would affect for me are those where I would like to go to somewhere different from my work. I have friends around the city, I sometimes like to be out past midnight. The changes would significantly affect my ability to get around later in the night or to places I go infrequently.
Depends on the schedule changes with my class schedule.
The routes on paper are hard to gauge until they are tried a few times in reality.
Fortunately, the routes I use most often (5, 48) will only have the express buses cut, not the regular ones.

I do not drive (medical condition prevents this from being safe), and the proposed alternatives for many of the routes I take would end up meaning a walk of approximately a mile to reach either a transfer point, or the destination itself.
If the 5E is eliminated, all passengers will move to the 5 local. The 5 local is already extremely crowded during peak hours, and often has to pass stops due to overcrowding. I have a very long ride (from Denny / Aurora to 137th and Greenwood) twice a day. It already takes me an hour to get home.
I'm not sure of other options
i think buses will be less frequent and more crowded. They are already too infrequent and too crowded during commuter hours.
When it comes to Metro, there are always various options for riding. If I miss one route, I can always taking another to get where I am going. I do not really know the entire scope of the changes.
I consider my self to be a heavy user of buses because I do not own a car - plus I consider myself to be very flexible in what I call a ride home. I use many options and will take the first bus that comes along that is going in the direct I wish to go (within reason) I do not see that this flexibility is being rewarded. I will be locked into one bus route that may not run as often and I will be locked into a long walk. I will no longer be able to say I have a "best" bus but a good bus will do at 10:30pm because I would rather get out of downtown and walk in my neighborhood than to wait for what I call my "best" bus option.
Sounds like the other options would be taking a detour through the university area which would add more time to my travel.
Some may work, but the increased time needed may mean I cannot use transit for those trips because I can't be away from work for as long as it will take.
I use many bus lines and I have not read all of the information for all of the routes, but generally, I can still get where I need to go; it willtake longer and be more crowded.
You just need MORE #41 trips northbound between 3:30p and 5pm weekdays.
Would I have to drive my car on the ferry to get to the places I go to in Seattle?
I imagine that all buses will be more crowded making the commute more difficult for everyone.
Haven't tried them out yet
I have not seen any details about these so called "rider options," where can I find these?
But i manage an office with many workers expressing dismay at figuring out how they will effectively get to work in the future if these cuts go through. I fear potential loss of staff due to it.
They're going to have to aren't they?
I am willing to compromise my routes if they do not generate enough riders. If the routes are down graded to longer waits, I would just adjust my schedule.
I'm not sure if there will be room on the buses that remain in service.
If I have an appointment. It may force me to drive. I may not stay downtown after work.
I might just walk
I can't find on the website whether the new bus will run when my deleted route currently runs, so I am anticipating having to find a different (longer) route.
On some of the routes I use, alternate routes are suggested - I looked up some of the best alternate routes, and those routes had been deleted.
"Work" is a pretty broad term. Sometimes yes, sometimes no.
too many variables among the routes
Didn't see them in the linked PDFs on the front page
Didn't see alternatives
The 7 takes forever and is not an attractive option. The 7EX is great. It is typically full when I catch it, so I am surprised to hear it is underutilized.
Technically, yes, they will work. But I am a healthy woman who can walk well and feels secure waiting for a bus in the dark and cold. Not everyone can.

Not sure which routes are being cut
I haven't seen these yet.
I haven't seen the alternatives
Maybe they will but I would have to walk 1 mile or more or wait 1/2 between transfers. I have to use whatever is out there. I have No Choice!
I haven't seen the rider options.
I don't know what the rider options or alternatives are.
Technically, they will work, but they will be much less convenient for the person who does not strictly rely on transit (like me), thereby disincentivizing alternative transportation.
I didn't see the rider options or alternatives available.
I am not aware of these options. I have seen some changes in routes (the 128 will now be the Alki route) that I will still be able to use. But I do not own a car, so I am very concerned with all the cuts in Metro.
I live off Maple Valley Hwy about a mile from the golf course. It's isolated enough, and traffic is horrible heading toward 405 N or S. The 143 gets caught up in the 405N lane traffic before it can move over therefore make some of us miss the 566 to the BTC, therefore missing the 271, but it runs frequent. But if you stop it from going thru the college, I would have to catch the 555...3 buses to get to Bellevue College. If catch the 240 to Eastgate TC, it takes an hour to get there as it's a "milk run" if the 271 stops going through Bellevue College. Traffic is too bad to drive to work. Just imagine how it will be if you do these changes. This effects me a lot.
I haven't seen the options. I wasn't aware of them.
I have not seen the rider options.
I have not been able to find these "rider options" or alternatives on the website.
I will shift my morning commute to the Rapid Ride C line, which is often standing room only. Will it have the capacity to pick up the additional riders based on cuts to other routes?
Where do you go to see which routes will be deleted, reduced, etc.?
I don't see how the #2 running every 10 minutes would be able to support additional riders from the deleted #12 bus. Buses are already over capacity at times.
I haven't seen any alternatives identified.
Have seen very little information, all of it about single routes only. Have no idea about systemic impacts, plus or minus
I've not yet looked at the options.
I don't believe any of the "rider options" applies to me and the routes I ride.
you're really stacking this survey. this is really another of your PR efforts.
Depends on what the final changes are, and how connections fit together.
A route I use regularly (306) is being deleted. Another route (72) that covers similar territory to a route I use (77) is being deleted. The number of trips on route 77 has already been cut in recent years. I'm assuming the 77 and 312 will be even more crowded than they already are, with the possibility of not being able to board a bus that is at capacity.
What are rider options or alternatives? If it's more expensive or more time consuming then it wouldn't interest me nor anyone else. Make a change in the world that actually makes a significant difference not one that will be more complicated.
I can't say if they would or not since I haven't experienced them yet.
I think these other routes will be full by the time they get to me and will not pick me up.
Getting off west Queen Anne hill doesn't look like it will change much. It looks like getting to anywhere other than downtown might be more complicated or take longer though.
I use light rail most of the time to get to and from work, but depend on busses for all other trips and when train service is interrupted. I am already barely able to pick my child up from the babysitter on time; any lengthening in my commute would be very challenging.

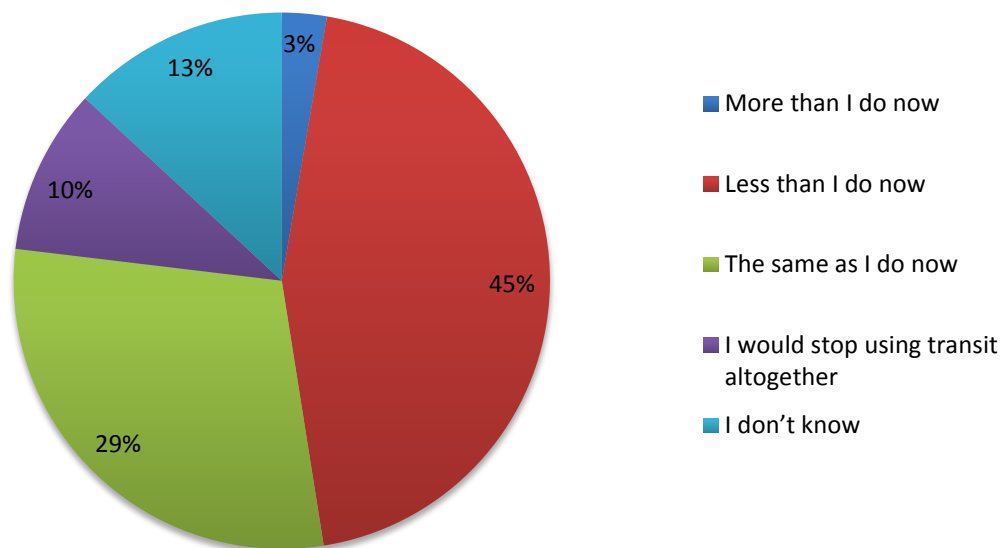
I think that deletion is not acceptable for a city that wants to be a real city. Routes need to be accessible to everyone and come often enough for routes that are over packed, ie. C/D line, ballard express buses, west seattle buses. A person should not have to walk 2 miles to get home. If you want to create change for this city tax the drivers so bus riders can keep on riding.
not sure of the exact tine schedules yet
Do not use
I have not seen the alternatives. I don't have an option with the 120/125 routes though. I am sure they will tell me to walk from downtown to the waterfront. The problem is that walking through Belltown in the dark alone is not an option due to safety concerns. There are several occasions when I am stalked and that 99 whisks me away from a bad situation.
It would depend on what the options are. I use transit for work and social transportation. If my line was reduced or deleted getting to work would require a change in either my schedule or carpooling. Using transit for social events would be difficult and therefore result in driving, which we prefer not to do.
I had a hard time rescheduling my work hrs after the last reschedule. I am finding it harder and harder if not virtually impossible to get my full day of work in and catch a bus from work to pick up my children. the morning bus is coming later and later and the dead line in the afternoon is set based of the hrs of child care/school.
I'll drive the whole way.
The 930 & 244 service Willows Road. For some employees, the bus is their only option to get to work.
It's not just the changes to a route but the amount if time it would increase my travel. Along with how early or late the service would run.
The service to Broadview is already very limited. The proposed changes will make it virtually impossible for me to use the bus system except for park and rides.
For the most part, they mean service less often. A lot of the work-arounds I already use because the service is unreliable (late) and I prefer to go where routes there are multiple routes. In the future, there may be only one.
The new 106 will work if it was extended more north to Madison st/Capitol Hill
i only take sound transit
Avoid the bus as much as I can. Prefer bike. Biking and buses do not mix.
I haven't seen the options advertised.
Not sure what these options are or where to find them
I haven't seen the proposals.
Depends on the times the route would now run.
I ride the 312 and 522 and neither is proposed for changes but I don't want to see reduced service because buses will get more crowded and roads will get more congested.
Was not aware of these options.
Where does it say what the exact changes will be? All I've seen so far is that the buses I normally ride will be changing.
Some of the routes will be eliminated in favor of slower, more time-consuming routes.
I'm sure the alternatives are fesable, but when my commute is already an hour one way, decreasing routes and increasing passengers will only add to my already long day
I would expect the "options" to be so crowded with riders that people may not be able to even get on the bus - and if they did get on, it would be standing room only and very uncomfortable to the point of not even being safe.
I would probably have to drive my car.
Didn't look at options for each route. I use many.

Walking up and down Ed Hill in Redmond is very dangerous. I got pulled into traffic from the sidewalk twice now due to poor drivers. The proposed changes would make me half to walk this 0.5mile dangerous road twice a day.
I don't see them.
It's hard to say. Those alternatives sound quite inconvenient.
I feel eliminating the 28x north of 103rd would cause me to drive to get a bus...once in the car I might as well drive the extra few miles to work.
Transferring buses is complicated. If the first bus is even 2-3 minutes late, it may mean missing the connection. A 30-minute trip could take over an hour.
Our disabled son rides access.
It may take more time for me to get to the destination.
I haven't looked at the specific route options, since I usually only take buses within a couple of miles of the U District, but I know there would be less routes available which would make trip planning more tedious.
That is, they will but will be more trouble. There will be fewer buses running between my street and Fremont; I will not be able to the go straight downtown on the 26 or have any good option for going the northern end of the 26 route.
I normally ride my bike, with transit as my back up. I would need to try the alternates to decide whether they would be convenient enough to get me out of a car.
Some of the options will work, but some won't. Although I know the ridership on the 27 isn't very high, it's one of the only ways to access Lake Washington in the summer!
hard to say. I just moved into my area so getting adjusted to my new bus route options.
Didn't see the options. Basically the bus will not go as close to my destinations as it does now
The bus will make trips less often and will require added time to my commute.
My current daily-commute route is deleted by the proposed changes, as is my less-convenient backup route. Depending on the timing of the revised routes, the replacement route may or may not be usable for me, but it will definitely be longer and require at least one additional transfer, as well as ending early enough to cause problems sometimes.
I don't see these "rider options" anywhere...
I do many things and frequently have limited time between meetings. The options (I suspect) would take significantly more time, making it impossible for me to keep to my scheduled appointments
I haven't seen the changes. I already have to leave by 8:15am and can't return until 2:30pm because of cutting route 131. Depending upon what is done with the 121 schedule, I might be left with almost no service unless I walk at least a half mile. A number of other seniors have already been left without service because the 131 was cut out.
I don't expect the cuts to have much of an impact on my usage, but I am very concerned about members of our community who rely on the services that are being cut.
Will work but greatly increased commute time.
I am assuming that if they delete the 306x and 312x that we would convert back to the 72 which doubles the amount of time to get downtown.
I need to view the route
It looks like I could take the changed 32, but the route I take is already overcrowded at peak times.
I only checked route 41, though sometimes I use other bus routes.

<p>Right now I have three routes within reasonable walking distance (a half mile). Between those three routes I can get north to Lake City and Northgate, and south to the U District and downtown. If the proposed changes go through, I'm left with one route which can get me between Lake City and the U District. A number of the "rider options" simply don't go to the same places, aren't available on weekends or are not accessible from where I am, while the other options amount to "transfer." I understand how this provides cost savings for the system, but transferring can only go so far before it simply isn't worth the trouble.</p>
<p>Depending which runs you eliminate on the 29 I may have to switch back to the 40. I can make it work but it the trip takes longer.</p>
<p>I couldn't tell by the information posted if my stop time is being eliminated.</p>
<p>Did not see this option. I need to get to West Seattle Junction from North Delridge. They are proposing to cut the 50 and the 128 won't service</p>
<p>I have already made multiple modifications on several occasions in the recent five years, due to route reductions and eliminations. Does Metro, King County or the State Legislature realize how many riders have already made modifications and extended commute time based on recent changes over the past several years?</p>
<p>You never know which bus you're going to need to get to your destination.</p>
<p>Maybe, though bus crowding would be an issue on already crowded times.</p>
<p>It's difficult to analyze proposed changes in abstract without seeing how they actually play out in relation to traffic, events, and other things that affect actual transit times.</p>
<p>They would work for commuting, but errand running from Magnolia on weekends would take a lot longer with the only bus into the area running only hourly. Having the options of the 24 and 31 is nice to have.</p>
<p>For most of my trips the suggested changes add at least one transfer, so while it's still possible to get there there are going to be times where I would have gone before but it's just not worth it now.</p>
<p>I have not seen any alternatives. The 12 is the only route on 19th Ave and am not aware that an alternative has been proposed.</p>
<p>You need to be more specific about what you mean by saying "work for you"...that they will exist is one way of saying that they "work"...</p>
<p>It looks like there are alternatives that are available for the routes I ride. My main concern is whether or not they will be more overcrowded than they currently are, which is difficult for me to predict in advance.</p>

16. If the proposed changes were made, how would your use of transit be affected? I would use transit...

Total Respondents: 1,608



16. Answer: More than I do now – Why?

Necessity for getting around. Cuts would make it harder for me to get around, longer trip, more transfers
I would still use it to commute, but would wait longer, have more difficulty transferring, and would have to use non-transit options at night.
I don't have an option - I need to use public transportation regardless of how terribly it might be mutated.
I would be forced to find other means of travel, which would take more time out of my day than my typical commute already.
More accessible for me.
Or spend more money of taxi cab fares. How do I get to the grocery store now? Walk 20 blocks?
I would have to walk about 1 mile to get to a bus and you should try to walk home 1 mile with groceries to feed a family of 3 for a week. If you can do that one time and not complain then think about many people that will have to do this due to the economic times and not having money for a cab. It will be heart breaking.
I would have to catch multiple buses
I have no alternative to transit, and would thus have to spend vastly more time for every simple trip -- and clearly additional money on fares as well. This is not a situation where I can afford taxis.
I would rephrase the above answer, I would be using transit less than I do now but I would be walking further to get to the fewer provided buses, waiting longer at bus stops for transfers, dealing with overcrowded buses, and be forced to walk home when I am working later than the buses that drop off further from my home stop running. STOP CUTTING BUSES TO MAGNOLIA, YOU ARE SCREWING PEOPLE OVER!!!
I have no choice
My family would be required to travel even longer than it does currently if you cut of Kent busses as a proposed. Other busses will be overloaded, and I believe the extra weight causes the busses to break down leaving us stuck on the freeway or side of the road.
Because it would take longer to reach my destination. I would be using transit more.

I take 908 and 901 and 903, 182, 187 ever daytime. The need light in the bus stops at night. The bus can you see you there.
Fuller busses and longer comutes
Because it sounds like I'll have to take more buses to get to and from work than I already do now (2 buses which makes my daily commute 3+hours which is ridiculous enough as it is)
I will have to Transfer. I do not do that now.
There would be NO bus service within a 3/4 mile radius of where I live (which is already the case for my morning commute at the time which I have to arrive at work). I will have to either DRIVE to a bus stop if my morning run is elimated. It makes NO sense. Since I have lived in this area, the bus service has declined with every major set of changes that have taken place. With the upcoming proposed changes, I will have NO bus service without having to first drive somewhere...it's ridiculous.
i would have to walk more than i want to via a high crime area
Longer waits for buses. Crowded buses (which in heavier traffic could cause injury). Longer time in metro because of more people being on each bus.Longer walks to the bus
I will have to transfer to secondary buses where I don't have to do that right now. My trips will take longer.
I'd have leave home even earlier than I do now just to make to work on time. I'd be getting home later too. I have to also worry about daycare.

16. Answer: Less than I do now – Why?

not as convenient
It would take longer if I take the 49[3 blocks] or 70 [7 block walk].
Cutting service at 11:00 would hamper the occasional night out in downtown
There is no route I can use...
Overcrowding, the buses I ride are already standing room only most trips and service is going to cut further. The nearest stop will be 2 miles away, an unrealistic distance with heavy bags in bad weather.
Removing these routes will force me to make transfers. The routes that are left run less often. It would take too much time to get around, with all the transfers, routes taking me out of my way just to reach a transfer.
Metro has gone down hill since I started riding almost 15 years ago. I can't believe I even bother anymore.
It wouldn't be as convenient
If service is less reliable I will be looking to other transport means that get me to work / medical / leisure appointments in time.
Less convenient, especially in winter.
I wouldn't be able to take the bus from school to home. I'd have to walk that distance because the 30/31/32 are the only busses that take me home.
Busses would be less convenient. Would have to drive more.
Depending on how long my trip took I would consider trying to drive or carpool instead of taking the bus.
Would probably drive more for the routes that become annoying.
There would be less options for me to choose
I already want a car to go where I need to go when I need to get there; longer wait times for buses means I need other alternatives for travel and I will stop using transit as frequently.
likely would need to increase driving to work if transit commute times increase
my bus schedules would be defected
Longer trip time makes alternatives look better.
Time constraints

not as convenient
I would drive more often the cost of my time is not worth waiting longer for a bus... Leading to more cars on the road and less money for you
My time is important, and limited. I need convenience as much as possible. That is THE tipping point for many people.
I would much rather use services like Car2Go
One of the busses I take would no longer get anywhere near my house -- that part of the route is proposed to be deleted.
The proposed cuts and options include more transfers which dramatically increase transit time. Therefore, in some cases, driving or bicycling may be more predictable and convenient.
inconvenient/takes too long
I would walk or drive or travel less.
I often take the bus late at night. I wouldn't feel safe walking late at night more.
I would still bus to work, but on the weekends and after work I think I would just stay home rather than take the bus to different parts of town and support local businesses.
Take too much time.
reduced convenience/take more time
It won't be as convenient and will take more time. I love taking the bus 2 times per week so I will be very sad if I'm forced to drive more often.
It already takes too much time out of my day. Further cuts would add to that time.
More transfers equals more time commuting and I cannot afford that financially or emotionally (waiting 30 minutes for a transfer = severe frustration)
It would be far more difficult for me to get where I need to go, so ultimately I would use the transit system less.
Without a safe ride to stops nearby, I would feel much safer driving, even if I had to pay more for gas and parking. My safety is worth it.
There would not be as many routes available to me to use so I would not be able to get where I needed to go efficiently.
Fewer routes at less frequent times mean I would have to find other modes of transportation, though less convenient.
If it becomes too inconvenient, it won't be worth it anymore, and I'll have to start driving more
I use the 70's all the time as a UW student, and without these routes running I would rarely ever visit downtown because highly congested traffic makes driving extremely inconvenient.
There would be little options to get to where I need to go and the wait times would probably increase because there will be more people waiting for the bus then there will be space.
I would only take the reduced transit when absolutely necessary, reducing the times I take transit for fun or shopping.
Buses would be too full. I anticipate needing to wait for the next bus often.
Because the routes that are being cut are pretty much the only routes I take.
I think we would choose to drive to the airport and to locations in lower queen anne and downtown (science center, pikes market, aquarium) with our son rather than take the bus with a substantial walk.
I would not go out where I wanted to go as much, and I would rather use Lyft to get somewhere than wait over an hour for a bus
I rely on buses to make a tight schedule; fewer buses makes that much more difficult and less reliable

I would just stay home a lot of the time, not worth it to go outside and wait an hour for a bus to transfer.
Because you're deleting the routes I rely upon.
There would be less options that get me to my destination on time. I would either drive or bike more.
Because I am unable to stand for long periods (>15") and more crowded conditions on busses and less general courtesy of riding public I just won't be able to travel most times on overcrowd SRO busses. To wait for next is not an option
Bus Drivers sometimes can't pick up all the riders on the 71-73 now. With cuts it will be worse. If I miss the 556, I'll probably just drive to work.
It would no longer be as convenient to use for trips that weren't of high importance.
If it becomes more inconvenient for me to get to school or to parts of Seattle where I have friends, I would likely drive my car or bike rather than deal with the hassle of transferring buses more frequently or having to more carefully time my trips.
If it's inconvenient to travel I'm less likely to do so.
I would use Car2Go much more.
There just are not options to get where I need to with the changes.
I would either have to walk almost a mile to avoid transferring, so why not just walk the other mile or get in my car at that point?
It would be less convenient.
I feel that the proposed changes would create more time between buses arriving, which would mean more crowding - especially in the U District, where I live and work. I live close enough to my work that I would avoid the cramped, uncomfortable buses and walk.
I would be forced to use other forms of transportation for many of my trips.
Because there is less transit to use!
I prefer to ride the bus, but with the proposed changes I'm forced to start looking at alternative options. With constant reroutes and cuts, the service has been becoming less reliable, and with a full time job and school, I often can't afford to spend time waiting for a bus that never comes or is too full to take passengers.
The proposed changes mean that I can't get back to my neighborhood after 11 pm, which is not useful to me.
I would probably ride my bike more if there wast a convenient bus
Some places I would want/need to go would just take too much time by transit
It would be less convenient.
safety, convenience
If I can't rely on the bus to be there, then there is no reason for me to take it.
It looks like bus service from my residence to the downtown area would become extremely inconvenient. I'd still be able to take the 65 to UW regularly, but most of my other trips begin with taking a 71 toward downtown - something that it looks like will be nearly impossible or far more complicated under the proposed changes.
I can't count on you to get to/from work on time anymore
For work, I will take the bus the same except I may bike more in the summer. For recreational activities we more than likely will not consider driving instead of busing since several of the buses close to our house will be deleted. :(
would take longer
I would limit my transit use and may purchase a car to get to places faster and easier.

In some cases, especially at night, I would likely stop using it altogether. There is no way I'm going to walk to my destination from further away late at night in the neighborhoods in which the change was made. I would not feel safe. In others, it would simply take too long. I already drive to a bus stop in order to avoid a connection (decreasing total transit time from ~1.25+ hr to .75 hr). If buses come less often, this will mean even more waiting around. Again, especially at night, that does not feel safe.
Alternatives are less, actually, since I don't drive, I think that retirement will be hastened.
I will use transit for work as I don't expect much change but will have to find more money for cabs or car shares for medical and social trips.
Because of the distance i would have to walk to take the bus, I would be halfway to work that it would make more sense to walk all the way.
If the routes have more stops or are serviced less frequency, I may be inclined to walk for 30-40 minutes instead.
If transit is made even more inconvenient to ride, I will abandon it in favor of biking or walking.
The infrequency of busses would prohibit me from using transit as much as I do now.
I'll probably do more walking for anything less than a mile, and have to call a cab or something if I'm out late at night.
I will have to get up earlier to make it to the bus in the morning & get home later, leaving very little time outside of commuting.
If the buses aren't running at the time I need them, I would have to find alternative transportation.
Difficulty would disincline me to transit.
It would become too inconvenient.
route 1 is a very convenient way to go to seattle center and downtown from north queen anne., avoiding traffic and parking hassles.
I would rely even more on internet-based methods of shopping, and I would have less incentive to visit local stores or venues (as a walk of a mile or more to a place I want to casually visit is not a viable alternative for me).
Driving becomes more attractive.
If I can't easily get home in the evenings, or it takes too long, I'll spend my money elsewhere.
I think I would have to begin driving more in order to arrive places on time.
If transit is not compatible with busy lives (eg long wait times, arrivals or departures that don't match a work schedule), people won't use it and will drive instead. I need to be able to get the kids to school and get to work in a reasonable amount of time.
a lot of the routes I take are being cancelled earlier in the day. If I work until 2am downtown, I will now have to take a cab to get home. :(
There are limited hours in the day, and only so much time can go to getting to and from work. There are reasonable and unreasonable commutes.
I take the bus to save money, and help the environment. With the deletion of the 72 I expect the 372 will have to skip stops through UW (it's already standing room only between 4 and 5). With the bus already costing me 15 minutes each way in my commute time vs. driving, missing a bus because it's full is looking to add at least 15-30 minutes on to that time loss. Other options at this time for me are the 65 and 75, but both are slower, cost me more time, and are equally crowded. In this case, it'll be worth paying to park at UW and driving will be a very tempting option.
I would just drive my vehical and deal with traffic and parking because the routes would no longer serve my needs.
Less convenient relative to driving.

It just won't go where I need it anymore!
The amount of time taken to my destination would increase at least y 1/2 hr, which would normally be 1/2 hr rides.
Dont feel safe
Because my commute time has already increased 10 fold. If I drive to work - it take about 12 mins - max. The bus takes me close to an hour. Prior to the C and D lines - I had a one bus commute and it took about 30 minutes. I work in the SODO.
My options are already nearly always standing room only or full during commute times. Cutting several of the lines and reducing the existing ones more will only increase the number of riders on those not cut and make the experience even more negative.
Time to get places/make more transfers will be an obstacle.
new schedule is harder to meet my needs and iwould be forced to drive more.
I think the buses would be too crowded or might not stop for me, and I do not want to transfer in unsafe places.
Because I couldn't get where I go with such a wonderful bus as #21 (unless proposed #50 will service D.T. & on to 55 & Phinney (by 200) & onto Shoreline (as 21 - turn into #5 does now).
Unable to walk longer, inclines - declines required.
To long of a wait in area's like Delridge (120) 35th & Thisle #21 area) C. Line on Barton are not the best areas to wait We need safety.
I would be more inclined to use my car to commute when the bus becomes even more of a hassle. As it is, I would like to see services increase.
I would not have as many options for buses. The buses remaining would be full to capacity and dangerous to ride. The driver would refuse to let more people on the bus and I would have to wait for the next one or walk.
It would be less reliable and more crowded, so I would probably bike more, or at least bring my bike along on the bus when I leave home because I can't trust the bus for the return trip.
I would use my car more.
Easier to use a car.
Too inconvenient
I would likely have to walk the distance that would normally be covered by a canceled route.
I'll do the cost/benefit calculation. Even though I'm retired, after a certain point I won't spend the time to travel by bus.
Fewer buses that will be even more over-crowded creates more hurdles to get to work on-time or to pick up my daughter on-time. At some point, the impacts will force me to weigh my functional needs against driving to work.
Less convenient
Because I wouldn't be able to go downtown in the evening in full confidence that I could make it home by way of public transit. I'd simply stop using it.
If buses are completely full from downtown, you may need to wait 45-60 min just to get on one.
Because, I believe that everyone should get to their destination on time.
It will be really difficult for me to travel and I will have to look for alternatives.
Too many problems to use except when absolutely necessary
more crowded
Easier to drive and deal with traffic/parking than standing around waiting for connections.
I do all of my commuting by either bike or bus. Many of my regular trips are already faster on my bike than on the bus. If I have to walk farther, wait longer, and compete more for a seat, I will definitely choose to ride my bike more and choose to ride the bus less.

You've cut all 3 routes I could use to get to Seattle. You're not giving me a choice on it.
I would likely work from home more days a week. I currently am allowed to work 1 day a week from home. I would try to increase that to 2 days per week or to work a flex week and work 1 day from home.
It appears I have a weekly event that extends past the proposed evening route schedule.
I would not be able to go to Dr apts and pick up my child with the changes in routing and schedule during the day.
I'd have to walk further between busses.
Less than I do, but that's not a big deal.
I now have to drive my car to a park-n-ride. That would be alright but it is already at a point where there isn't enough parking in the lots. I park at the Redmond transit ctr.but that is except on week ends always full so i go over to the overflow lot by city hall. 2yrs ago it was never full but today I got one of the last parking spaces at 8:45 am. There is a 3 level garage right next to the lot that is for the city employees. I asked a bus rider who parked there if it is alright to park in that garage she said it was ok. The problem is there are at least 2 signs that say's "no commuter parking". I don't want to park there and find out that my car has been ticketed or towed. I can't ride a bus if i can't find parking so these cuts are going to force me to drive. I can take the 249 but the limited # of route hrs means that i will have to walk 2.5 miles home at night Please don't advise me to try another park-n-ride lot you and i both know that they are full also.
I would be forced to use my car more often, or stop riding Metro all together.
Less frequent transit service will require me to drive to work and other places more often, or even require me to stop using Metro.
1. Travel time will be greatly increased because of the need for more transfers. 2. The earlier shutoff times mean I will be forced to drive for fear of not being able to make it home "late" at night.
Fewer choices in bus times will definitely encourage me to go back to using my car.
As it is my bus (#29) is often packed with barely enough room for folks to stand. If it runs less frequently, it will be even more crowded. You can only shove so many people on any given bus!
Cuts in routes will make the buses less convenient, which will lead more people to drive instead of busing. This will then lead to more congestion on the roads and make traveling in general a lot worse. So, even if you don't ride the bus, it is really in EVERYONE'S interest to have a good bus system in Seattle. Ideally, car transit would be completely unnecessary in the city. Cutting routes is not the way to go. I'm not sure what I would recommend, but additional funding, most likely from the city, is essential to the health of the city as a whole.
it would be faster to drive in my car.
Will use either Car2Go or own car.
It would add too much time to my commute. I would also be less likely to get a seat
The convenient use I now have for social and entertainment value would pretty much be gone. The practical school/work use would probably remain for the most part.
It would become inconvenience enough that I will drive
service will stop too early on some routes and less frequent
inconvenience - and I have options
I get off work late at night. Deleting late night service/moving to hourly would cause me to drive.
I hate packed buses. The 28 is going to be packed on every trip during morning and afternoon commutes. I would rather drive and deal with parking than stand on a packed bus.

My job has a DART right outside the building to take me home. If it is cut,I will have to walk 21/2 miles home or pay for the 168.
Link light rail and the 9 would still be useful. I will be more inclined to drive than take the 7.
Due to the additional length of time and how it impacts my work schedule, I may need to drive in more.
Just terminate Routes 226, 221 and 245.
I would choose to walk rather than wait for ever for a bus. But I can walk. Others cannot.
I will have to stop doing some of the things that I do now; like going to school and/or church functions because of lack of time
I would be forced to use Uber any time I need to be certain I will get someplace by a specific time without leaving 45 minutes early "just in case".
I would have no other choice than to find alternative forms of transport if I could not get both to and from my commitments.
In the longer term, the accumulated frustration will result in my using my car more often.
I am torn between "Less than I do now" and "I would stop using transit altogether"
More bicycling
I get off of work after 11:00 and will no longer be able to take the bus home.
I am still upset about the last round of revisions. They changed my participation in metro services. This round could push me over the edge and look into driving/parking rather than participating in Metro.
I would need to feel I can manage the walk to the bus without too much pain.
The elimination of the routes will result in fewer time selections to choose from during the day. At a certain time, I will need to just drive to downtown in order to be ontime.
I would only ride occasionally. Since you seem to want more cars on the road & more annoyed taxpayers squished into a couple of buses, I guess this is a win for you.
Either lees, or stop altogether: more transfers, too time consuming...not efficient. time is valuable
I need to go to First Hill from Georgetown for my pharmacy and medical appts. Now, I need not transfer at all. This is good for me, for I'm elderly with acute rheumatoid arthritis.
I'll just drive
I wouldnt have the routes i need...i would be stuck or have tto find rides
because there wouldn't the bus anymore. You can't use what isn't there anymore.
I would try to figure another way to get to Seattle from Kent inexpensively. I can't afford the commute times with the waits and transfers.
My commute is already more than an hour each way, sometimes even two-hour long if traffic is bad. That is ridiculous. My 9-hour workday is like 12-hour with commute included. I have been a loyal rider to Metro but it keeps making harder for me to stay this way.
I currently have the option to park for free at my place of employment, but I choose to ride the bus. If it becomes inconvenient, I'll get back in my car and drive solo to work.
The busses will be too fucking crowded. You don't realize how many people don't have their own cars and have to rely on public transportation.
You are limiting my transit options. I need to get from North Bend to Issaquah and through various routes in Seattle Quickly.

<p>Because I need to get to work on time, but I'm not willing to get up earlier than 5:30am because I have to catch different buses. I would have to drive to Duvall and park my car in a subdivision to catch the 240 which takes 30 minutes to get to from that spot to the Eastgate P&R. Then I catch a bus going up the hill close to the school. If we ever have a snow storm, I'm stuck as the 143 usually doesn't run, but the 240 is a snow route and always runs - but how will I catch that bus?</p>
<p>Harder to get to, hours will be reduced.</p>
<p>I'd use my car.</p>
<p>No other options, besides Lyft. I guess I might take hired cars more, but it's expensive. Maybe walk.</p>
<p>I would be forced to drive more.</p>
<p>Would take even more time than now, and likely even more crowded.</p>
<p>Being close to home is important as Seattle is very dark during much of the commuting year.</p>
<p>Reduction in services would mean I would use it less because it would take me longer to get where I needed to go.</p>
<p>Difficulty getting to other neighborhoods, will not visit</p>
<p>I am transit dependent, so my use would be less only in terms of walking more or using taxi service when transit does not serve the times I need.</p>
<p>I would bicycle instead of using METRO, decreasing my total use.</p>
<p>Service on Madison is already pretty sporadic in terms of how late the buses will be and whether there is room to fit on the bus. I think that with the proposed merging of the #2 and #12, I literally won't be able to get on the bus pretty frequently. I need a reliable way to get around and think this route will lose all reliability.</p>
<p>I ride some buses that require me to transfer. However, if the #2 gets reduced I'll probably ride it quite a bit less. And ride buses less in general.</p>
<p>With longer wait times between legs of my trip, I would probably choose another transportation mode for some trips (bike, carshare, or taxi).</p>
<p>I may have to consider using a car more for reliable transportation.</p>
<p>I would have to find alternative to evening and weekend trips or just not go out.</p>
<p>I wouldn't have a choice due to cuts.</p>
<p>Driving would become much more convenient and timely than taking public transit if routes were reduced.</p>
<p>I use transit not because it is my only option. It is convenient, green, and financially sensible. I feel like I would probably switch back to my car if the routes were dismantled. But I worry about those who do use transit as the only option. We need to keep it cheap and often to keep the city running.</p>
<p>The less frequency and options will cause me to look for other options. I will likely try to bicycle more but the infrastructure is poor and feels dangerous to me. I might also reluctantly join a car-sharing service.</p>
<p>I might even stop all together, if the time it takes gets much longer.</p>
<p>48 would presumably get even slower with the 100+ 48X riders/trip trying to pile on the 48 at rush hour. I would likely opt to drive more often to avoid the hassle. 44 earlier service ending --> I will not take the bus for special events/recreation.</p>
<p>I have NO other options-I just won't be working.</p>
<p>Because if you make it harder, I will rely on my bike or feet or car.</p>
<p>Maybe it wouldn't change, but I think it would be likely that I would use it less often for the occasional trips to a variety of destinations.</p>
<p>It would no longer be convenient.</p>

I would probably rather walk than wait to transfer to another bus for short trips.
If I can't get somewhere, or get there on-time, I will need to drive.
If I can't be sure of getting on a bus, and if the wait time between buses gets longer due to cuts, I cannot afford the possibility of being late to work.
Because there would not be many option for me for routes to take to get where I need to go..
I would drive more often.
Increase in afternoon traffic on the 41 which is heavily crowded as it is would force me to just drive to work.
The extra time and inconvenience would make driving necessary, very unfortunately
If the bus is going to be full and not pick me up, I will be forced to drive to Ballard - this would also make our family reconsider buying property in Seattle.
Elimination of weekend service would really cut down on things, and if buses run less than every half hour, I tend to drive instead.
It becomes more convenient to drive
Because transit access will be more inconvenient.
It's unreliable and infrequent and commuting takes a disproportionately large part of my day even though I only travel 7 miles.
I will mostly drive to work. I don't have all day to take a bus system that is slower than walking, when I can drive in ten minutes or less.
Cutbacks to frequency/times.
I would no longer be able to get to where I need to. I have always enjoyed using metro as my mode of transportation, now it feels as though it's not even an option for me.
Aggravation factor. I don't HAVE to take Transit, I choose to, as a responsible resident of a metropolitan area.
Waiting longer for the bus is not worth it if I could take my car instead.
If it is more complicated for me to ride the bus to/from work, I am more likely to resort to driving. If my bus ride were comparable to my drive time, I would choose riding the bus over driving.
There would be more times I would be forced to drive. Right now the travel time door-to-door is about 30 minutes. New travel times would be about 45 minutes. And that would force me to drive more, which ensures that I pay more for gas, that I add to horrible traffic on the West Seattle Bridge, and that I add more climate change emissions. All horrible options.
Cut Service
It would be more crowded and less convenient. I would probably go back to driving alone or carpooling.
spending more time on transit cuts into my day too much.
it's not working out already... the service is not good as it is... too many transfers and confusing ORCA card and diferent fares for rail, ST bus, Metro bus... it's all too much. And the service is not that convenient and safe to begin with.
it will stop running earlier so I will not be able to take it on my way home from various activities. I will be forced to take a taxi or consider getting a car. I would also consider taking a car if given the less frequent service my trip will take longer as I have to wait for transfers for longer.
If it's not running what choice do I have?
I still need to get to work and if the bus is more crowded I'll drive.
My trips would take longer so I would prefer to drive.
The bus that would take me to work is one of the ones slated for deletion.
I don't like standing on bus and crowded bumping strangers during ride

you take away the routes, I cant ride them. other arrangements must be made. Suggested options are not going to work in most cases.
half an hour (or longer) is long enough to wait on a bus in the rain and cold at night.
It would take too long to get where I needed to go. Buying a car would be more expensive, but it would be worth the cost to not have to transfer multiple times and to be packed on crowded buses.
I would have to reroute and twice as long to get to work. Total of two hours.
It would take less time to drive and park in order to get to some destinations.
Because it would be easier to take the water taxi. More time, less aggravation.
I would quit using transit except for rare occasions.
The 73 would be too far from my home to be a desirable option
I would have to start driving more
See above: more walking and more transfers mean I'd rather drive and deal with traffic and parking, especially when it's important that I arrive looking professional and on time.
Less service means I will drive to get to work on time, also 10 additional minute of waiting is significant when taking late bus at night.
Thinner service would require driving more often
The unrealistic nature of busing to work would mean I would more often seek other means of transportation - asking for rides, taking cabs, etc.
Several years ago I got rid of my car trusting Metro buses to meet my city travel needs. The last cuts make it impossible for me to bus to my daughter's home in Broadview area.
Some of my most commonly used routes might be eliminated.
It would no longer be as convenient. Extended transfer times and less buses would mean that it was a less reliable form of transportation
Less convenience, more time commitment.
I mostly use transit to get to places where either parking is scarce or I will be drinking (so I don't have to drive after drinking). If bus service becomes too infrequent or inconvenient I'll probably stop going altogether, which will be a shame because Seattle's neighborhoods are great.
I feel I'll be much less compelled to use transit after the changes because of how much time it would take to get me anywhere.
the service was already bad: too many transfers in crime areas, poor late night service, slow, a lot of unsupervised mentally ill passengers, no direct service anywhere... the only good bus is 560 between Renton and Seatac airport.
Since I don't have a car and I'm not a confident or experienced biker, transit is my only real option for getting around. But I would probably end up using it less by bundling more errands together and making fewer individual trips, walking instead of taking short bus rides, and asking friends/family for rides in their cars.
If i miss a bus I normally take, I'd have to wait longer for the next bus. In which case, I might end up driving my car.
Need flexibility to get places at different times throughout the day.
It would be cheaper to just drive myself. I have two cars and only have to drive 5 miles. The bus is free since my company covers the Orca card charges but with more transfers and a 2 to 3X longer commute which is more dangerous I will drive more often (currently I drive to work once a year, I will be forced to do it more when the changes take place)
It seems like cutting end times for buses like 43/49 to before the bars close is a really horrible idea. This will cause more people to drive, which means more drunk drivers.

Would force me to use car as alternative which I hate to do for environmental reasons!
I am planning to purchase a car as a response to these proposed changes.
Must walk over a mile to nearest stop.
If it got too crowded I would attempt to walk more of my trip if possible.
I own a car but choose to take public transit because it is good for the city and environment and relatively convenient. As soon as it becomes less convenient, I will start driving my car, adding to traffic and pollution in the city again.
For work it would have to stay the same because there's no other way for me to get there. To get to and from school, I could walk but it is less convenient, takes much more time and I usually use the transit when the weather is too bad for walking.
Likely drive more frequently and Gas is already expensive now as it is ...
With fewer services of the bus, I will be more inclined to drive.
deletion
It will remain the same with the exception of late night travel. I will likely have to ask for rides or use a cab service to get home if the bus I need has stopped running.
My commute time would more than double making more likely to drive myself more often.
I would still have to use transit to get to work, but besides work I would try to find another way.
A little less at least, and I'd have to make more transfers.
I would have to consider getting a car.
Not as convenient
Crowded buses, comfort and convenience would impact my decision to drive more often and ride the bus less
it would be less convenient and I might choose to walk or stay home instead
Its a question of my time versus money. It costs more for me to use my car/park when going to work or heading into downtown so I prefer to take the bus. However if buses come less frequently and when they do, they're overcrowded so I can't get on, then it's not worth riding the bus.
Wouldn't go as close to my destinations
I'd have to drive on the weekends and mid-day because of limited bus service.
I would be forced to use my car more often.
Because it would be more difficult. I would probably borrow my roommates' cars more, bike, buy a car, or use zip cars.
I can't get to the place I need to go.
I would have less flexibility due to reduced frequency of service and would sometimes depend on my car.
It would be far less convenient and would further increase my travel time.
i would probably drive more often, because of the reduction in late night options as well as the distance from my house to the new route i would have to take, and instead of one straight trip from my house to my school i would have to transfer at least once, which is too much hassle so early in the morning.
Because it is no longer convenient.
The more-inconvenient the public transit option becomes, the more reasonable traveling by car appears.
The changes would make getting everywhere so much harder!
I would have to evaluate what my other options are. The reality is that my bus is already very crowded; more crowding means that I might not even be able to get on the bus when it comes, which wastes my time and makes getting to work unpredictable.

Not only do I commute by bus, but I take the bus to and from my yoga class, the grocery store, restaurants, the farmers' market, downtown, to see a movie, to visit friends, etc. These are all things that I do in the evenings or on weekends that will be less convenient or impossible to do via bus with upcoming reduction.
The buses will be more crowded and less convenient.
Getting places efficiently is of the utmost importance to me. Currently taking the bus takes a little longer, but since that is offset by other conveniences (like being able to read, not having to find parking, etc.) it's worth it. If transit passes a tipping point of being too inconvenient or taking too long, those trade-offs no longer balance out and I will pay extra on gas and parking just to be able to get to everywhere I need to go in a day.
Because there would be fewer options! Duh.
I can not afford a car but would bike more often (when weather is better) to save time. Otherwise I will spend more time commuting.
I would ALWAYS have to walk 1/2 mile to find a bus. I don't know how much longer I would be able to do that.
I would ride my bike more to avoid the crowds.
It's hard to stand up on the bus and with reduced service to the Burien Transit Center that would happen frequently.
With the 33 canceled, getting to Fremont, Wallingford, and the U District now takes a longer walk to reach the RapidRide D line or the 32 bus.
Faster to walk
Less convenient routes, more crowded bus.
Longer commute time so less time to complete what I need to do.
may have to quit job/reduce hours and be unemployed - no way to get home from work
Too inconvenient, would take way too much time and use up the entire day.
Too hard to reach some destinations by bus now. For example University Village or Northgate. No clear substitute for the number 68 route.
I would need a car to get to the locations that I need to at the times that I do it.
Time to transfer between routes will increase and lengthen my commute time.
convenience, comfort
If the more efficient route I take (232) is cut back, I will probably work from home more often. I like going in to work, but a an hour commute (B-Line + walk) each way is hard to rationalize.
Inefficient to wait around for the bus.
I would drive more to make up time
I bicycle some days and would try to bicycle more. I'm almost 62 years old and don't know if I could bike every day.
I might have to buy a car.
Faced with an overcrowded bus, I might consider other transport modes - including car.
I need more times available to get to and from work.
With reduced frequency, I may have to resort to cycling to replace some trips that will simply be too inconvenient via the bus.
it might be easier to just ride my bike and feel ok about getting cardio...
I will drive if it takes longer to ride the bus and walk a mile to the bus. I have time commitments. Time is money.
I wouldn't be able to use it effectively anymore.
I would hope to still use the transit for work but it would likely limit our ability to enjoy events around the city. I am also concerned because I am looking for a new job, which will likely result in a greater reliance on transit.

<p>Transfers are time-consuming and often stressful. I don't like arriving at a transfer point and wondering whether I'm going to make the bus or have a half hour to wait, possibly missing an appointment. The more transfers I have to make for any given trip the less likely I am to choose the bus over the car. I dislike driving, but already the bus options are limited enough that riding the bus to any appointment requires careful planning and a great deal of time. I've been driving more often than I used to due to previous route changes and I believe that if the proposed changes go through I'll ride buses significantly less.</p>
<p>Cutting frequency or ending service earlier on nights and weekends would mean I might have to skip events or take a taxi to get home.</p>
<p>We would not have as many options during off peak hours and probably resort to either driving more or staying home.</p>
<p>It already takes nearly an hour to get to work while it takes 25 minutes to drive. With the decrease in bus frequency and options it would take even longer.</p>
<p>I may stop using it altogether.</p>
<p>I will have to drive more because transit is less reliable and more difficult to get to.</p>
<p>I will probably end up getting a bicycle and actually riding it (as opposed to putting it on the bus!)</p>
<p>It would be much more difficult to get to a stop and I would likely not be able to get a seat</p>
<p>I will start driving, because I don't want to spend a lot of time at night waiting for and transferring to buses... It already takes much more time to ride a bus in this area than it used to...</p>
<p>I would definitely use transit less when going to and from downtown Seattle from North Seattle, and also probably less between the UW campus and Fremont (home). The availability of Car2Go makes these trips simple and efficient, so if I needed to wait an extra-long time for a bus, I would just use that, and NOT transit.</p>
<p>I don't want to take the Rapid Ride to and from work because it takes double the time to get home on Rapid Ride than it does taking the 232 in the morning to work. I don't have the extra time to spare as it is. Unfortunately, my company moved to Bellevue with transit being the only option due to parking issues, so where I used to live 4 miles/10 minutes from work, it's now about 30 minutes in the morning and an hour at night. That's a HUGE difference and I don't want to lose more time.</p>
<p>If it takes too much longer to get to work I'll have to start driving</p>
<p>I primarily ride the 554 and connect to the 200 for work, and also use transit to attend sporting events and for school weekday evenings. I would reduce my transit use to commute only and drive for anything else due to the hassle.</p>
<p>I would have to drive to my medical appointments due to the "peak directionality" on the 12. Late night/OWL service to and from Capitol Hill is important to me. Calling unreliable cab services or actually driving myself to other parts of the city late and then having to locate parking in a neighborhood with a lot of recent violent activity puts me in danger. My transit dollars will then get spent on private companies; I'd prefer to spend them on Metro.</p>
<p>I would change where and how I recreate, and I would drive more. It would cost me more to do so.</p>
<p>It is becoming more difficult to get to where I need to go.</p>
<p>Riding on crowded buses is a wretched experience as it is now. If that experience becomes more frequent and is compounded by the attitudes of people who have waited longer than usual to catch the bus, riding the bus will almost become unbearable for me.</p>
<p>It would be faster to use alternative transportation method (biking).</p>
<p>Not as close to my starting and ending points; will take longer.</p>

It would become even more convenient to walk/bike in the rain and cold than to wait around for the bus.
Especially with the holidays approaching, and the horrendous layout of downtown, what could initially be a 20min ride can turn into over an hour ride. Therefore, with reduced services, and packed buses I will probably have to make the decision to walk rather than the hour long bus ride to Broadway from 3rd and Pine.
Unavailability of busses (late at night), on 19th ave, etc.
I can't ride buses that don't run or are too crowded to get on.
I would imagine that I'll use it less - after the changes to routes in my neighborhood last Sept, I already find myself using the bus less often (also b/c of the nice summer, I used my scooter much more often in the past), and with a growing number of options in car sharing, I'm using car2go a lot.
If I can't depend on the bus to get me home at night, I'll have to take a taxi or drive.
Rather than wait 20 minutes or more for a bus, I will chose to drive. I would probably stop using bus service altogether except as a means of getting to and from the light rail station downtown when it's too cold or rainy to walk, or I might switch to taxi service. I will become part of the traffic problem and add to vehicle emissions rather than wait around for an overcrowded bus.
There is no way I am able going to get to work at a reasonable time because of the cuts to transit- specifically all service on 19th Avenue which I rely on heavily. When I take the #12 bus it is very full, I can't imagine the effect that this would have on routes in the area without #12. I need to go into work different times because of the needs of my employer. This is completely unfair and should not be passed. These routes are also vital to people that need all the hospitals/clinics along E Madison. Patients appointments are not specific to peak hours. This is completely absurd to limit service in such a way.
Too crowded, late buses. I would just stay in my neighborhood as much as possible.
I'd probably have to be more vocal about getting rides to 'fun'.

16. Answer: The same as I do now – Why?

If gas were \$10 a gallon, or free, or rides free, i still would not use your buses.
Getting down town by bus is the only viable option. I will have to work with the changes.
I am a choice rider, but very committed rider, and I have enough flexibility in my life and schedule to adapt. I worry about the people in our communities who are not choice riders and do not have flexibility.
I need to use public transportation
I rely on the bus system for transportation, so I'm still going to have to use the busses, even if they are less safe and take longer. I may end up sleeping away from home more, if the late busses are taken out.
As long as I can walk further, I will. I'm very concerned about climate change and not willing to drive unless I must.
I don't really have a choice.
I do not have a car: I cannot do without some kind of transit.
I still need to use public transportation, but the cuts and changes would create a substantial hassle for all who depend on the system.
I use the bus because it's convenient, covered by UW tuition, helps to reduce my carbon footprint.

Because I don't have any other way to get around.
I don't have another viable means of travelling around the city.
Because I don't have a car, the only means of affordable transportation I have is public transportation. Unfortunately the trips will now be more crowded.
I still have to take a bus to get to University of Washington. Driving everyday is not an option.
Because I don't have a car. Otherwise, I'd stop using it.
I have to get lucky when I ride the bus throughout the course of my day. Sometimes it comes, sometimes it doesn't. When it doesn't, I walk.
I have no choice, I'd just be waiting longer to catch the bus and it would be more crowded. Currently the 44 can be full often and have to reject riders because of this, I can only see this getting worse
My only option for getting to and from work and school is the bus. I am not in a place where I can afford a car. Without the level of service (times and routes) that Metro provides now my life will be greatly impacted. It will mean leaving for work earlier than now (I leave by 6:45 am and take 3 buses) and returning much later. The extra transit time reduces the chances I have to make doctor's appointments or run errands like getting to the food bank or grocery store.
I don't own a car. The bus is my nearly exclusive transportation option.
I wouldn't start driving and I need to get where I'm going. Depending on if I could not get on often, I would start to ride my bike or walk more.
I have to take transit. There's no way around it.
I rely entirely on the bus for transportation outside of a 20-block walking distance, out of which my work and professional job search frequently take me. As such, I would have no way to get to some of these place unless I make 2-3 transfers.
I would try to use transit the same amount because I need to get to school and work in a cost effective manner, but I may walk more to recreation. I am very scared that the buses will be too full and I will have to wait a long time for the next one.
Although I own a car, I can't afford to drive to UW every day. The parking costs are too great on my graduate student stipend.
As I am in school and not currently working, I do not travel much in any form of vehicle. When I do need to go somewhere I take the bus, unless I need to get to the mountains. In that case, I bus home and drive from there.
I have no choice. I have to get to class, I will just have to wait a lot longer, transfer more and walk a very unreasonable distance just to get to bus stop.
I have no car. The bus is pretty much my only ride.
Transit is my only means around town.
it is my only mode of transport
I still need to get place the same amount it would just be the more difficult.
I prefer to use public transportation whenever possible.
I have no other options.
I NEED to use the transit system to get to work/school, so I will continue to use it.
Don't have an alternative form of transportation.
Though my commute would be less flexible and more time consuming, I have no other choice for transit.
I don't have an alternative, so I would be forced to continue using it the same amount as I do currently.
I have no choice, I do not own a car
I need public transit. I do not have a vehicle, and this is how I am able to travel anywhere.

I still need to commute.
But I would be upset it would take me much longer to get to Seattle Center from my house
I dont have another option right now.
It does not impact my ability to get to my destination, it will just take much longer
I depend on transit for my transportation needs, especially to and from work.
I have to; I don't own a car. It would just get less and less convenient, and there would be places I couldn't go to altogether. (Right now, I have to carpool with someone else in order to go to church on Sundays, for example.)
I still need to get to work! It will just take longer and I will have fewer options. There is a chance that some people won't be able to get on buses at all during commuter time because they are already packed at those times. Then what? This is especially a problem on buses serving UW Seattle campus-- more people waiting at bus stops as we get closer to campus, but less and less space to stand.
BUT, commuting will be much harder and inconvenient. What can I do? I can't afford a car.
I have no choice. I do not own a car.
I don't own a car.
Don't have many other alternatives. If the number of runs are cut, the buses will be more crowded and take a bit longer, or will not pick people up. That happens sometimes now with the 48.
I will be ok going to work. My weekend schedule will have fewer bus options, so I will have to be more careful about the timing of buses.
I can't afford to drive to work.
I have no other means to get around.
Because I love Metro Transit and the options it gives me.
The 76 is best for me. The 316, 71, 72, and 73 all require me to walk 5 blocks farther than the 76. However, the 71, 72, and 73 add 10-15 minutes one way to my commute compared to the 76--that is if the buses stop at the Convension Place Station stop heading northbound. Frequently they will bypass the stop, which then adds another 15 minutes to my travel time if I have to catch a 71, 72, or 73 versus a 76. (I.e. if the 76 is not running and a 71-73 bypasses me, it's going to take me a very very long time to get home.)
Just take me longer and farther to get to Seattle GoodWill .
I RELY on public transportation for my Job and Schooling, I do not own a car.
I live in Ballard and would not be affected by these changes. I am responding on behalf of those who will be affected.
Still need to get to work.
The 48 and Light Rail aren't being effected.
My route would just be more crowded
I just do not want to drive if I can avoid it, except for long trips.
If a bus line is eliminated or reduced time, then I would just adjust my schedule accordingly. There are 2 routes close to me 74 or 71/76. If I had to lose one and take the other, then I would understand to save on costs and NOT INCREASE TAXES AND CAR TABS!!!!!!
It is a waste of my time to try and take a bus anywhere. And I'm sorry but the people that ride the bus, smell, are noisy, rude and just plain freaky. No matter what the stupid mother of common sense tries to fake us into thinking on those stupid commercials.
Although I may have begin driving if I can no longer depend that a bus will have space. Also, I believe the deletion of the 161 will increase people coming to the Tukwila park & ride and thereby eliminating parking spaces for Tukwila residents.

It would probably not affect immediately my behavior when I go to work but when I want to use it on a weekend or go to town after work it would since I would have to transfer and that would make it too long overall.
I will just have to sit and take more time to get somewhere like always but longer-again.
Route is suppose to be the same during peak hours. Which is the normal time I ride the bus
But if I could find an alternative I may choose that.
Would require re-working my day to make up the time lost with further walk and commute time using optional routes proposed by metro.
Work never cuts back even if Metro does.
I still need to get to and from work and school.
I do not have a car, so I would be a the mercy of Metro.
Because there is no other option...
I do not drive. Metro is my option.
Currently don't have options for other forms of transit.
Because I don't have another option.
I have to get to and from work somehow....
Because I rely on it.
I would still use transit the same amount, but my travel time and effort would be increased. I would have to consider moving to a different area to continue working.
Don't have much of a choice in the matter
I have to get to work downtown either way. It would just be different.
I still need to get to work - I will just have to walk about .5-.75 mile
i would possibly consider other options to commute to work if the 132 becomes worse
I am not a licensed driver, and thus have no other choice.
Most of my transit-use is to get to work -- evening transit doesn't run as frequently and isn't as useful for errands.
Because I have No Choice. I do not drive and have to ride the buses no matter how crappy the service becomes!
I still have to take the bus to school every day.
Driving is not an option for me because it is so expensive to maintain car, pay gas, and pay for parking and the commutes would increase because of more cars on the road
It's my ONLY mode of transportation
I need to take the bus to work. That won't change. What will change is when I leave and return.
I will still have to get to and from work, run my errands, get to school and my 4 times a week yoga. My trips will require more transfers and I will have to leave earlier, but I will still have to use Metro.
It will either be the same or none at all, depending on what changes take effect.
I don't have any choice about my transportation options; my service will be reduced and I will spend more time to do the same trips, but I will still be able to get where I need to go.
I suspect I would spend more time waiting or transferring to a bus.
No other option (cost-prohibitive to drive instead)
but the trips would be more inefficient and less pleasant
Because I do not want to own a car and biking through downtown sucks.
I don't own a car so this is my only option...
BECAUSE I DON'T HAVE A CAR
Because it's the only way I have of getting to work.
Because I have no other option, it would just be so much harder to ride the bus!!

I have to get to work!
Transit is my only mode of transportation so I don't have a choice as to how often I use it.
I wish I could use transit less, but instead I would have to figure out a way to get to another transit route.
I would probably still use transit the same. It would change however, the use of the transit center would increase and parking would be unavailable. I would have to stand probably 5 days a week on the trips from Seattle to Federal Way because of reduced buses and more riders on the 2 remaining routes. Buses are standing room only now by the time they get to my stop which is at Madison/Marion on 2nd Avenue. My normal range for travel time is 5 pm each evening. Mornings, I arrive at transit by car pool 25 minutes prior to my bus to get a seat on the route time I need. This would also increase with the cut of the 179, 178 as more people would be taking the 577 Sound Transit bus.
I'd still use it but it would be frustrating and eventually I might cave and get a car or move.
My experience would probably be more frustrating, currently the buses don't run on time and are very crowded because there are more people than can be served.
However, my routes will become much more crowded and I can only imagine how timely they'll be
I do not have a choice in using transit or not. This is being used to get more money rather than trying for a full resolution.
I would still be taking the water taxi, and I do not own a car so when i need to take the bus I would still ride it.
I don't have any other choice -- transit is my option for getting to work. It will just mean that I will have to eat up the extra time on the bus.
Because it still would not be available or reasonable.
Do not ride
No options due to income.
cause I have to get to work some how. I don't have a car
I'd try to make it work. The proposed changes to 125 and 128 could work especially since the proposed changes for 128 would include a larger route that would be beneficial.
106 will replace deleted segments of 4 and 8 routes between S. Walker St. and Central District and Capitol Hill. Revised 2 route will still include Seattle Public Library. Most trips would be longer, more complicated; some would shorten.
One route would be eliminated. Although I would still use transit but it will be further away, and I anticipate more crowded and less frequent.
I am already taking Light Rail south so I can get a seat on a northbound bus. I imagine that I'd have to continue to do this.
The major locations where I connect with transit do not change that much.
I've cut as far as I can cut, due to the unreliability of buses showing up somewhere close to scheduled time. Anything more equals staying home / within walking distance.
i only take sound transit
I ride transit by choice, not by necessity. As of now, the proposed cuts don't affect my trips in a significant manner so I don't anticipate making a change to my commute.
I use ST Light Rail the most.
Because I have to.
I can't use it any less, I rely on it to get around.

<p>I depend on METRO to get to work, look for my next job, meet friends, do errands, and really everything in my life. I ride METRO every day. I need to be able to ride the bus as much as I do, if not more. I know it's not up to METRO- you guys do a great job- but the Legislature has to fund this.</p>
<p>I actually moved away from Kenmore to Kirkland/Bellevue mainly because I had heard about the transportation changes coming next year that would impact my ability to get to work. If I still lived in Kenmore at the time this happened, I'd have to get a car. Since I've moved, the reductions won't affect me too much, other than not being able to get to a grocery store or two that is cheaper, but a more expensive one is still readily accessible though.</p>
<p>Changes don't seem to affect routes #49 or #8 very much.</p>
<p>what choice do I have? I have to get to work to support my family</p>
<p>I would still park my car at the Lake Meridian Park and Ride - and take the #157 into work. I would either have to take the 150 or th 157 home instead of the 158, 159 o 161 as those would be terminated. If it were the 150 - then I would have to transfer at Kent Station to the 168 to get back to the Lake Meridian Park & Ride. I would have to wait 30 minutes longer at the bus stop to catch the first 157 bus home.</p>
<p>My routes do not appear to be significantly affected</p>
<p>I might bike more to avoid crowded buses and transit waits, but I'd probably drive less because the roads will be so crowded.</p>
<p>I don't have any choice but to use transit. My employer provides me with an ORCA card and does not pay for parking. I have the option of working from occassionally but can't do this on a regular basis.</p>
<p>I have no option but to use public transit, but my trip times would be extended and buses will be overcrowded.</p>
<p>I don't currently have other options if I want to be environmentally and socially conscious</p>
<p>Still have to get to and from work</p>
<p>I would have to continue to use Metro's "reduced" service and put up with the inconvenience of crowded and unsafe buses because I can't get to work any other way - it's too far to walk and I can't drive.</p>
<p>I'll still take the bus to work 5 days a week.</p>
<p>I don't really have a choice. I use transit for work.</p>
<p>I use it for work. But with these cuts, my husband and I might continue to delay buying a house because commuting to downtown from a neighborhood we can afford would be extremely onerous.</p>
<p>My frequency would be the same, seeing as that I don't own a car and that the bus is my primary method of transportation, but it would be much more difficult and inconvenient on a daily basis.</p>
<p>I do not own a car</p>
<p>I don't drive and I can't afford to take taxis everywhere. I need public transit and will still need it if you make these cuts, but I will be among thousands of highly dissatisfied riders.</p>
<p>Realistically I would use transit about the same, but I may ride my bike even more than I do now if the bus changes prove to be problematic for me. Or I may use car2go even more than I do now.</p>
<p>Transit is still my best option for getting downtown and up to Northgate, although I would have to be careful to get home earlier, so I didn't miss the last bus.</p>
<p>I have limited other options for commuting</p>

lol, i have a life. i need to get there and back. bereft of car wars, or requiring 3500 lbs and 18 average mpg to move me exclusively to work and back. its a no brainer- why generate so much pollution when you can distribute it?
Transit sucks. Love my car
I don't own a car so I need the transit system to get anywhere, especially to work.
I have to commute to go to school (UW).
I live in a location that is close to all metro services. But if these changes happen, more people would try to live here. I move frequently, and may need to move somewhere outside the city near a P&R.
I need to use public transit because I don't have a car but it would be more frustrating and time-consuming.
I would have to, but much more inconvenient
I have to get to work somehow!
Transit is my only option.
I work in downtown Seattle so there aren't many options for me to get there. Parking is too expensive to drive, it's too dangerous and too far to ride a bike, walking would take hours, so the bus is my only option.
I would use it the same (I have to. We're a one-car family) but I would be more frustrated & angry and need to give up things I love to make it fit in my life.
I am currently without a car and rely on transit to live as frugally as possible (with my work provided Orca card). I would lose convenience, but will continue to use transit.
Because I am a NONdriver, due to vision problems, and I have no other choice [not driving is my contribution to public safety!]. I am also over 65.
I've already switched to walking everywhere I can, so the places I bus to are far enough away I'd be likely to use metro the same amount.
There is a chance I will use it less often but as I don't own a car I will still need (and, frankly, want) these services.
It is my main source of transportation. I would still need to get from place to place but it would make it much more difficult.
I don't have a choice. Many people can't afford cars or can't afford to park where they work or go to school. I rely completely on Metro and these cuts would make it incredibly difficult for me to get anywhere in a reasonable amount of time.
It would take a lot more time to get to where I need to go!!!
I prefer transit to driving. Parking is expensive. Traffic will only get worse if more people abandon the bus and drive.
It will probably impact my work schedule.
I have no choice but to use transit
same as above
I do not own a car - I am dependant on the bus to get to where I need to go. Making it harder for me to do so would impact my life in profound ways.
I have no other option.
I am already using less because of the last cuts.
I have to. I don't own a car.
I don't drive, so I don't have another option.
Because I do not want to drive and have to find a place to park my car.
I don't have a choice. But if the ramifications made it difficult to get to work on time, I would probably move out of Seattle.

Public transit is my primary form of transportation around the city.
Because I gain so much by using transit, I'll make every effort to continue using it, even if it becomes more difficult.
I would spend more time waiting for and on the bus to get the same things done that I do now.
The cuts don't directly affect my route, so I would continue to use the services at the same level. However, I believe the overall Metro/Sound Transit service is important for everyone in King County.
We're thinking of moving out of the city as we can't afford to buy a home in the city. I will still work at the UW but I know it will be harder for me to find a bus that won't be full.
Assuming the buses did become more crowded, they would be more frustrating to use, but driving to work would be even more frustrating, so I'd likely stick with the bus. I would personally be able to afford the bus price increases, but I recognize that a lot of people would not be able to.

16. Answer: I would stop using transit altogether

I'd probably buy a car.
It is difficult for me to walk long distances.
I wouldn't be able to get to work, and would have to find an alternate way to commute to work.
It becomes too expensive and nearly useless.
because I will not be able to afford driving and bus service- I will make fewer trips into Seattle - will only come in for work.
Time would be a factor and having to stand on the way home if our afternoon routes are reduced. Having to drive further to park n ride would mess up getting children from daycare on time so I would drive to prevent all of these.
I would need to drive so I can take my daughter to daycare.
Transit would not be AVAILABLE to me if these changes were made!
Buses are already at maximum capacity during peak times. A cutback in service would increase demand per vehicle even more, and would put me at risk of being skipped by full buses making me late for work or school. This risk would be too high, and I would simply stop using metro.
It would take way too long to transfer through seattle instead of going directly up I-405 and accross 520 to UW.
All the routes I use are up for de-funding
It would no longer be a logical option
I already have to drop off and pick up my husband on days when his bus is later than usual. We would probably ditch his pass and both drive.
It would be highly inconvenient to my schedule and very uncomfortable to get where I need to.
I've already had transit severely reduced in my area, forcing me to drive more frequently, I don't see the advantage of adding 15-30 minutes of walking time plus 30-45 minutes of transfer time to get to a place that takes me 20 minutes of driving time. I don't mind 45 minutes of transit to replace 20 minutes of driving, but I won't take 75-90 minutes of transit to replace 20 minutes of driving, it's a total waste of time and money to take 3 buses to go a few miles.
I am concerned for other riders
If transit becomes unreliable, I have to use alternative means to get around.
It would no longer be running in such a way that would be useful to me. Unfortunately, as a UW student, I would still be required to PAY for the transit which has ceased to service me.
Can't afford an hour to go 12 miles. Time to buy a polluting car.

Right now the buses are convenient for me. If I miss one, another will stop in about 10 minutes. They are often very crowded. By reducing the number of routes served, more people will be forced onto fewer buses. I may miss a bus do to overcrowding or inconvenient timing.
I might look for a ride to go to work, carpool
Too inefficient.. I'd likely adopt my car as primary transportation and keep in mind current legislators when it comes to elections.
As I said above, it would not be worth my while to spend so long getting to and from work.
It would become to inefficient for me to use on a regular basis.
I have tried taking 2 buses to work before, and it never worked due to unpredictable traffic conditions.
I will have to find a quicker way to get there, which will most likely be buying a car or riding with someone else.
The change causes an unsafe environment to access the bus and the distance from home to the bus and work/school to the bus is prohibitive. Not worth the time, effort, or risk to safety to use your system.
the system is pretty dysfunctional as it is... i can only keep using it if i have less transfers and more direct service.
Because it would be worth it to me to spend the \$60. a week to park at work than to have to ride two bus routes and go through the hassle every morning and evening
Because at that point, it is cheaper to drive...which it is already becoming.
because I am not taking 3 fucking buses. I would just drive.
Because the volume of passengers on the bus will be absurd. You are eliminating two lines that are already generally packed.
See above
Due to claustrophobia, I cannot ride on very crowded buses.
I would not be able to get to and from work reliably and would have to get rides with others/lose my job/no longer go to school. Buying a cr is NOT an option for me, I am not rich enough to afford that luxury.
is it not convenient and it will take too long - time is money and the transit system is currently is as slow as I can handle. I would rather ride a bike it would be faster and more healthy
I might have to stop using transit and buy a 2nd car if bus service gets much worse than it already is.
Living in Renton options are limited to Seattle. I don't feel comfortable taking the 101. With the 150 I would have to catch the bus earlier to get to the top of Madison. I like not feeling rushed to get to work. Taking the 150 or Sounder makes me feel rushed.
it would take to long to get to the 532 that takes me back to Everett
I need something that is reliable, convenient and consistent.
Your agency is so wasteful and unresponisve that I wouldn't use it if it were free, or if gas cost \$100 a gallon, or you cut routes by 50%. I'll never use Metro again for anything and I wish my subsidies to you could be halted.
I work the early shift of 6:30am and I will have a problem changing my work hours at work because my trip will be longer. Also I do not feel safe on the new route because it is well know for being a trouble route.
if 167 is deleted, i will have to drive to work. all the time cnsuming detours and loops in downtown renton on 101 and then transfers to slow capitol hill buses with homeless and crazy people is not gonna work.

Because transit would not be provided to get me anywhere close to where I need to go
Bike/Car would be more reliable
Take too long and be too crowded. Will find other ways to get around.
There would be no more bus service in where I live that I use.
I'm getting fed up with wait times (low frequency + delays) and it's too expensive. Since I came to Seattle the bus fare doubled but my income hasn't.
It would no longer be worth the time & money. I would be transferring FOUR times, when I am currently transferring twice, which would add a significant amount of commute time to my already packed schedule. My evening commute home, due to proposed cuts, would now leave me MILES from home with no options but walking, which is not always an option. I have purposefully used Metro as my main mode of transport, not only due to lack of car-funds, but due to my real PASSION about supporting public transit; it should explain rather a lot that I am more willing to go into serious debt to finance a car, than stick with the sorry excuse for a public transit service that Metro will be becoming.
because itd be an inconvenient piece of whale poop floating in the ocean
I would have to stay home more. I would not be able to go to my appts, the grocery store, the bank, etc.
Because the Metro would cease to be a reasonable means to get around the city. The bus routes will be completely packed full of people constantly, come less frequently and stop running at times when I need them to be running.
If the 21 gets cancelled I will probably just start driving in. The buses are so unreliable from West Seattle, plus dumping more people onto the C Line will probably mean I will have to wait for up to 4 buses to go by to get one that can still let passengers on.
it's going to be too much time consuming to walk to alternatives route with kids. I will have to use the car
Because the current transit options are an inconvenience the deletion / reduction of the current routes I use will add to both the travel time and distance I'd have to walk to from stops.
I would rather take my chances finding parking and dealing with traffic than potentially being late to work and losing my job. The alternative would be catching a bus 3 hours before my shift starts to guarantee I'm on time. I really don't want to sit on a bus longer as my family is very important to me.
No routes at the time I need so I will drive instead.
It means I have to drive to work
I would just start carpooling because it is faster than taking what would be the new bus route.
Frustration from fewer choices.
I'd rather spend less of my time commuting than wasting 4 hours of my day on a bus.
What's the point??? Might as well get a car again!
I can drive home in less time than I would have to wait for the bus to arrive
Except for very infrequent trips, we are done using transit as a reliable transportation. It is too inefficient & unreliable. We went from being daily transit riders to using transit only for events and non-work related activities to (now) rarely using transit. I know many people who have stopped using metro in recent yrs who were previously 5x/wk riders.
Too inconvenient....Driving would just be easier despite the traffic.
I can't tolerate the safety issues walking through Belltown and would find a parking situation instead of walking/bus.
It would be easier to drive and pay to park.

I've already reduced my use of transit significantly. I used to be a daily rider but it no longer works for me and I don't have to suffer through transit cuts I can take my car.
Faster, safer, more convenient for my friends and I to carpool together, and share the cost.
My commute is 1 mile West from my home in High Point. The closest bus already required a transfer in order to complete my commute. With the proposed deletion of 128 traveling along Sylvan Way to Morgan Street and California Ave, I no longer have a way to cross by transit to Fauntleroy where I work. I will have to walk or drive.
I'll just drive.
Transferring, distance from destinations, and amount of time isn't worth it when the weather is cold and rainy.
More time and hassle that it is worth
With only one bus serving the Snoqualmie valley, it will mean more stops, longer commute and not enough seats. I imagine commuting over an hour and being forced to stand the entire time because currently my evening bus is full so with less options available, but would be very crowded
I would have to transfer more often, meaning my use of transit would go up.
My goal was to be a proactive rider, but, thanks to political bull shit from our beloved Olympia Marxists GOP idiots we have no funding.
I would switch entirely to using car2go, lyft, sidecar, and uberx. This means less money for transit from my fare, and a car on the road that wouldn't necessarily have to be there otherwise.
There wouldn't be a bus near my destination
It will take too long to get where I am going because of the excessive distance required to walk to get to a stop.
I would drive every day, because transit would not be available at reasonable time intervals. To accommodate the additional transit costs, our family would move out of the city and to the more affordable suburbs.
You are making it a lot easier to look into other options. I can go to Car2go, Zipcar, or Lyft. This is getting out of hand you say to take the bus then you term the routes that we are using.
i'd have to drive a car into town
I believe I would need to move to a new area. These cuts would effect my life in a big way.
Because you are leaving me no options
Because it is currently not worth the hassle and/or the time involved to go 4 miles the wrong way to get to town. I have already stopped using transit for this reason. you have nothing for me and I still have to support you, this is WRONG I get absolutely NO benefit from Metro or sound transit!
My time is more valuable than the money I would save. The routes I take have been standing room only for over a year and now that would get worse.
I cannot afford to wait for buses that have room. I already now have to pass and wait for 1-2 different buses for room to stand or sit.
I do not feel with these changes my walk to transit would be safe. I will need to drive for my safety which is not good for the environment or the city.
It would faster to drive to work during rush hour than take 3 busses to work
If I'm going to have to leave my house an hour earlier to catch a bus that only comes once an hour ten blocks away (when I used to be able to go 1), and then pay more because I'm going to have to transfer busses now, I'm just going to invest my money in other transportation options. Metro just isn't worth it at that point.

16. Answer: I don't know – Why?

I am considering moving and the area I am moving to is having major cuts, it may make it impossible to take the bus to work, which will be horrible, I may be forced to change my job or make other sacrifices.
I already carpool in order to use transit less because it is so overcrowded, but I don't know what I will do if the 271 route is cut to Bellevue. I usually use the 556 or 271 to meet up with my carpool, but I don't think I will be able to do this anymore
If it really get too time consuming (takes more than 30mins or an hour than I do now), I might consider driving to work.
I would have to see what you would do first.
I would figure something out
Currently I am concerned about weekend travel since that has always been harder to negotiate (frequency and routes not running at all)
We'll have to see how it goes. If I have to stand all the way to work and back every day even when I leave at 6am--something is wrong...
I'm not sure how the reduction will affect my commute. If it is impossible for me to get to and from work in a reasonable amount of time, I may have to start driving to work daily. I cannot afford to be late picking up my child from preschool.
It would make it very difficult for me to use transit, but at the same time I have no other option or means for getting to where I need to go. It puts me in a very tight bind.
I have to wait and see what happens when it happens.
I'll have to see how it goes. I'm not a fan of overly crowded buses, and if the buses are going to be super packed, I might have to rethink my options.
If there is no bus, or if it takes more time to reach my destination, I will opt out of public transportation and choose to drive, carpool or telecommute.
I do not own a car and do not want to own one.
I think I would use it the same amount but I'd have to look for an apartment elsewhere
Planning your day around transit timetables already takes a chunk of time out of my day...with more transfers needed, it would be pointless to use transit.
I cannot afford to have a car on campus, and rely on the bus system to get everywhere I need. If my routes were cut, they would be overcrowded (busses in the u district are already crowded), and it would be frustrating to try and get places on time. People depend on me, and I depend on them, but if it comes down to it and transportation becomes too stressful or long (not fitting into my busy schedule as a student), I may have to use Metro Transit less.
It's hard to say. I would likely invest in better rain gear and bike more frequently; I am tempted to buy a car but can't really afford it. I moved to my apartment specifically because of convenient transit to work, and this makes it significantly more challenging to get to my job in the morning!

I have no choice really but to continue to use it until my family can afford to purchase a car.
I do not know how I will get to school and work and home. I don't think I will be able to . The bus was my only option.
I believe routes should be reviewed to improve efficiency and remove redundancy. However, I also believe more money should be invested in mass transit overall. I will still have to use public/mass transit as I do not own a vehicle.
I can't afford a car, but I would probably have to look into it if the cuts are made. I have to get to work. I would definitely be a lot more motivated to move to a city with an adequate transit system.
I would consider driving more if the bus is going to take me much longer as I anticipate being on the local. Also i anticipate the bus being fuller and harder to actually get on.
Depends on how convenient routes will be
because it is
I assume late night riders would be effected adversely
Since I don't have a car, I would probably still be heavily reliant on Metro. I may, however, have to consider using carsharing services or getting a car, even though I really don't want to own one. I can't really afford to rely on those more heavily, though, so I may just find my options for getting around to be very limited, and causing me lots of frustration.
Not sure when or where I will need to go.
I might drive to locations to have more travel options depending on how routes pan out in reality instead of using my closest transit center that I can walk to at present.
Because I would have to reevaluate if these changes were prohibitive to my purposes of using transit. If it takes 2 hours to get to my destination instead of 1, I may stop taking the Metro.
It is very difficult to predict what I might do. I am still working - I am still able to walk a good distance - I still am interested in getting out and doing things. These cuts may not dampen those aspects of my life but it is difficult to predict what may happen as I age further. As I have said many times to many people - the only part of Seattle that has improved since I moved here in 1979, is the bus service. Over the years, the bus service has improved tremendously- with the exception that the route 66 was not put in the bus tunnel with 71,72,73 buses. I considered this a major cut for bus service to my neighborhood; however, I have been able to cope.
I'm not sure. Parking in the city is expensive, but it seems the alternative is to take very long bus rides, so I'm not sure what I'm going to do.
Have to look at the details whe they emerge.
If the service doesn't improve (more 41 bus trips northbound between 3:30p and 5pm) I will have to consider a longer commute on another route. I already have a 1 hour commute because I walk 10 blocks to my bus stop and 6 blocks from the bus stop.
I ability to get around independently will be greatly impacted.
I would probably be forced to purchase a vehicle, which I really can't afford at the moment...
I would need to make more transfers, transit times would take longer and stops would leave me farther from my destination. Wait times for buses would be longer and later at night, I would have to taxi or cancel plans since bus service will be curtailed. So, that ends up being both more and less.I would need to make more transfers, transit times would take longer and stops would leave me farther from my destination. Wait times for buses would be longer and later at night, I would have to taxi or cancel plans
Since I take the ferry to Seattle, trips including ferry, then bus, might be so much longer than I would decide not to take them.

<p>It's hard to say. I've always used public transit as I've never learned to drive. However I am about to start learning because I'm not sure what my options will be with these proposed cuts.</p>
<p>I will probably want to use it less, because the walk will be so much farther than it used to, but I don't have any other options, so I guess I will just go out and do less than I normally would. Bummer.</p>
<p>it will depend which route is cut</p>
<p>I am considering whether or not to buy a car. I am sick and tired of having to deal with buses not being adequately funded, or with the threat of buses not being funded. King County and the City of Seattle are both failing in this crucial matter.</p>
<p>I would be forced to try to purchase a vehicle because the proposed changes negatively impact myself and my family in SEVERE fashions.</p>
<p>But i manage an office with many workers expressing dismay at figuring out how they will effectively get to work in the future if these cuts go through. I fear potential loss of staff due to it.</p>
<p>If it took any longer for me to get to work, (1 hour to go less than 5 miles, even longer to get home), I might just have to retire.</p>
<p>havent figured it out yet its so horrible</p>
<p>Fewer routes means more crowding on existing routes. People with health issues or chronic pain, like me, can't be left to stand for 40 minutes on a jerky bus, but when buses are packed, that's what happens. That will drive more people away from Metro -- not just the disabled but the healthy as well. Nobody wants to try to balance on a packed bus after a long day of work or school!</p>
<p>How many less trips would I take - the same in the summer, less during winter storms</p>
<p>The proposed changes would bump up my daily commuting time to over 3 hours per day. I would quit my job and find another, so I don't really know what that new commute would be like.</p>
<p>I know I would suffer. That is not putting it too strongly. I've had an awful time of it since the last time Metro changed the buses in my part of West Seattle. It affects my safety. It could affect my already fragile health.</p>
<p>If it is too crowded, I would consider not using transit. My employer pays for the Orca card so I save money on fuel. In turn, I am able to use that money to make purchases and put back into the local economy.</p>
<p>I might have to rely on carpooling rather than taking the bus.</p>
<p>I don't know how my transit use would be affected, because I haven't used these shortened, insufficient options yet.</p>
<p>if the proposed route 106 could be more directional and faster in skyway/rainier beach area, then yes i would use that route a lot. it must skip rainier ave henderson detour and travel entirely on Renton Ave between Renton and the light rail station. as well as extended more north to Capitol Hill with a stop at I-90 freeway station. all with limited stops. that will definitely be used a lot by me.</p>
<p>I would start driving for some trips.</p>
<p>If it gets more crowded with the changes I will consider carpooling. I should not have to get there early and race and fight for a seat every time I take a bus. It is lousy service right now-can't imagine more cuts</p>
<p>I can't really afford to drive to work due to the high cost of parking in Seattle. However, if these cuts go through the buses will be too crowded and less people will ride it, unless they truly have no other option.</p>

I might use it more in the sense it would take longer to get to my destination. I might use it less if it can't take me to my destination. Though I don't know other options.
From what I can piece together, with proposed changes, if I get off work after 11pm, I'd have to catch a bus to downtown (#3? #16?), then transfer to another bus (probably #7), then walk half a mile from Henderson after midnight. I would only be able to catch the #8 if I got off early enough to catch it and to transfer to the #106. And if I missed the transfer time, I'd be stuck on Capitol Hill and have to walk half-a-mile to try to catch another bus downtown and then catch a bus from there home - again, all late at night.
If it takes more time and effort to get to transit, it would be faster but more expensive to use the car. I would rather not use the car to travel to Seattle from Kirkland - due to the toll amount.
I am not sure if the reduced bus service will connect well with my neighborhood. Without 167 I would need route 560 and it rarely connects well with 271.
I've looked at the list of routes and I don't see what is happening to route 40, one of the main bus routes I take. Therefore, it would depend on what's happening with that route for me to answer that question. However, the likelihood is that I would use transit less or I would still use it the same, but have longer waits and travel times.
I don't drive, so I have to use transit. I would be walking a lot more and waiting a lot more. Buses would be a lot more crowded, so I may be late for work, due to there not being room on the bus. I would have to consider moving.
I've got to go on with my life, in spite of these obstacles.
If the 11 stops running before 11:00 pm I might not be able to get home from many events that take place in the evening - movies, concerts, etc. You know - LIFE.
I would possibly have to quit one of my jobs, so not only would I probably not have enough money for rent, but also not enough money for an ORCA card.
Most of my trips are discretionary trips. If I look at a route between my house & a store or event venue and it's going to take over an hour to get there, maybe I just don't go...
I don't know how I would get off of Magnolia.
Depends on the length of commute.
I don't know if walking that far is a realistic option all the time --every once in a while maybe, but I don't know if it is something I could do everyday.
I am not aware of which routes and times are going to be reduced.
I'm not reliant on it. I can ride my bike as an alternative
I would try to continue using transit as I do now, but will have to hope the schedules align for coordinating work and child care using Metro.
I don't currently use transit because there is no route that serves my needs.
I'd hope to make good other plans, but I commute about 3 hours & 50 miles per day - it's a pretty precarious balance of carpooling & bus transfers already.
I would try to use transit as much as possible, but if trips become too time-consuming I might have to just stay at home.
If the transit cuts are so severe that I have to consider not using transit altogether, I'm not sure what my plan would be.
I would no longer have the option to use route 12 since it would start on Madison now.
I don't own a car, nor do I have the means to purchase a car anytime in the foreseeable future. I have to ride the bus. The changes would make me want to take the bus less and would prompt me to walk more, but I often have no other option than to take the bus.
With the exorbitant price of parking downtown I have no choice but to use transit, but these changes will make trips that are already unpleasant even more so.

Depends on if I can get to work or not.
I use transit because I like it and it is convenient. If it is going to take me more than an hour to get home at night I may just have to start driving instead of bussing.
I would almost certainly have to sell my home and move to an area with transit service. I can't predict what that would involve.
I would select routes that are not as convenient, but continue to use if there is capacity. The bus is already full when it gets to my stop. If it was too much more crowded, I might not be able to use it when I need it.
I still need to get to/from work somehow, whether it's by bus, water taxi or my own vehicle.
I would not be able to travel as much night if frequency and last bus departure are reduced. It is cold and sometimes unsafe to wait 20+ minutes at a bus stop late at night. For trips when the last bus is moved earlier, I will probably take 20-30 minute walks home alone instead of being able to hop a bus that would get me home safely in 10 minutes. As a lady, it is likely that I will be verbally harassed a few times a month or more.
I may use car2go more often, as many routes are already pretty circuitous and take a lot of time.
See response to question 15
I don't always have other options, but if I could find them, it would definately steer me and my fare money away from transit
I would have to try and save up for a car if I could
Because you cut the last PM run of the 119.
I may likely have to purchase a car because with the already reduced service, it takes me a half-hour longer to get to/from work. With any additional time added to the commute it may no longer be worth travelling by bus. That is extremely unfortunate as I have been a big proponent of Metro services among my friends and colleagues.
I need public transportation. I have no alternatives.
I need metro to not cut services!
Depends upon the changes for routes other than 41.
It will be very disappointing to wait for an hour for 236 midafternoon after a class at Totem lake transit center. My connection to Bellevue/Seattle will be messed up. Kirkland is getting a very bad deal. No rapidride and now no Metro ride. So many students live here. It will be shoddy. Route 277 deleted is another disservice to students. they are the country's future. I may have to stop school.
I'm not sure how I could make the system work for what I need under the proposed changes.
The current transportation system gets me where I want to be in a reasonable time. I don't have a car and can't afford one; the current system ensures I can get where I need to be without the use of a car.
I will use the best combination of options, including more use if/where it is available and effective and less use if/where it is not.
It depends if I'd be able to get to the places I'd need to go in a reasonable amount of time, especially in the case of work
I would have to seriously consider getting a car if changes were made. KC Metro/SoundTransit are already not satisfactory as it is.

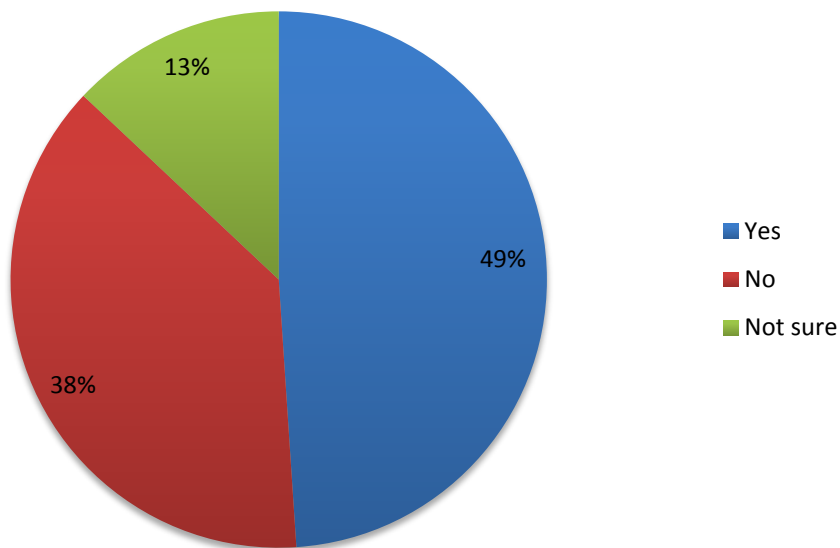
Questions 17-37 are for the long form of this survey.

The next question you will see will be Question 38.

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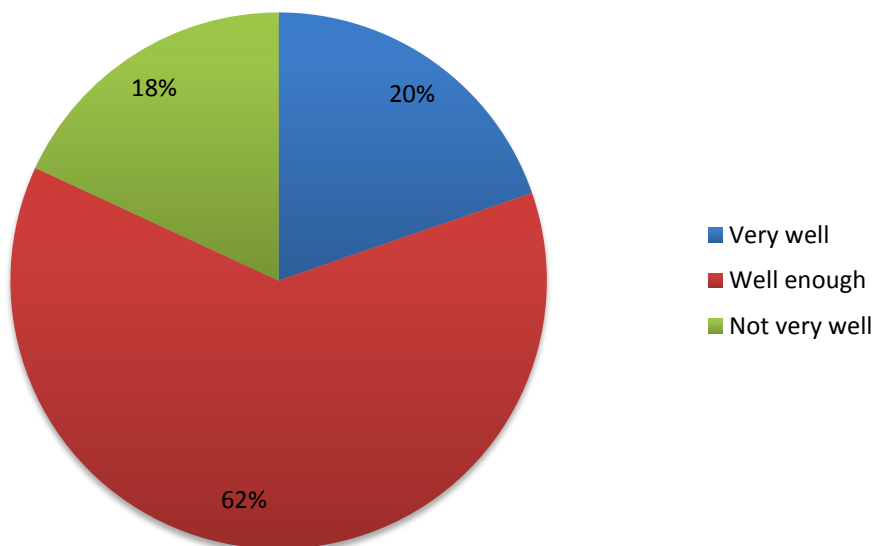
38. Before starting this questionnaire, had you heard about Metro's service guidelines?

Total Respondents: 1,581



39. Regardless of how you feel about the proposed changes, do you understand how these priorities shaped the proposed changes to your route(s)? I understand:

Total Respondents: 1,571



39. Answer: Very well – Why?

It was explained in a public meeting that I attended
But the reasoning is flawed
I agree with the principles of the guidelines, in the sense that I understand creating more efficient busses and the added cost of duplicate bus routes. I only disagree with decreases in night bus services as that is when it is especially important to run often, so that riders can reliably make it home.
Changes seem to be organized to affect the least number of people who currently ride the bus on a regular basis.
I understand why they are being implemented, I just think that it is an unnecessary adjustment.
I understand the reasons, but I don't see why route 167 is considered "one of the poorest performing peak-period only routes".
After over sixty years of living in Seattle, bus service to the outlying areas has not really changed to any great extent. Still poor service mid-day to late afternoons, and no evenings--most routes are just tokens at best unless you live close to a hub, metro Transpoint or get there early enough for PArk/Ride.
Because it's how they will get rid of the routes I take now. Metro took a heavily used, convenient route and divided it into 3 ridiculously designed, impractical routes, that duplicate service just so they can eliminate them. They say it's about the CORRIDOR, instead of about people and common sense. I come from southwest Connecticut where we have limited corridors--causing total traffic bottlenecks. I loved it when transit in King County had distributed networks, so there were many transit alternatives--but Metro is reducing alternative to create more bottlenecks. Don't see how that saves \$\$\$ or gets more people to their destinations. Metro bus drivers are always complaining that Metro doesn't talk to them about how to improve routes and better serve the public and make routes more efficient while serving more people.
I understand that organizations need to look at where most of their resources are being used to determine where cuts are made. The priorities listed above make sense.
They make are clear and make sense. I don't see a better way to do it, it's just too bad.
However, my particlr bus does have ridership.
I'm a planning student.
The priorities make sense, what doesn't is that the government won't better fund the public service.
They'll make the buses more crowded and cut services to places I want to go that a majority may not.
The same cost cutting measures will negate the gains in savings by degrading the service into a less viable option for consumers on the edge that do not need to rely on the service.
I read metro page frequently. While I understand the changes, I think metro's reasoning is off.
Everyone is tight on money right now.
The Route 348 will affect me greatly.

I know you have to be efficient, but a route to the Seattle Hospitals should really be a priority regardless of how many riders you have on each run. The bus I ride at 7:20am and go back on at 5:19pm or so is very full
I understand you waste money all over.
Although I understand very well, statistical modeling doesn't begin to deal with the people's lives that will be affected and with riders' real world situations.
A tremendous amount of valuable work went into the guidelines , Kudos.
I understand how they have shaped it, however I do believe that you should have factored in where your funding was coming from.
I read the audit a couple of years ago.
Because I work in an industry that has also had to make major cuts, that does not mean it was the right thing to do.
looks like you are not following them. you just extended 140 north to renton landing, but the bus is duplicating so many buses, and is running all around renton empty, while 101, 560, 143, 167 are overcrowded.
you have made the best choices with fewer resources, but the cuts will hurt. Transfers already are complicated, now they will be harder.
The bus I take, #27, is "standing room only" during peak hours and eliminating this route will just overcrowd neighboring routes which, for instance #7 comes every 10 minutes or so which is relatively empty.
I understand it is not a government priority to fund public transportation (or public education or public healthcare for that matter) so these cuts are a reflection of that view. I understand you are trying to alleviate the consequences.
I doubt seriously that anyone who makes these changes considers the disadvantaged at all. I also doubt they take the bus period let alone in all weathers.
Your budgetary hands are tied, some things have to go.
I understand but I don't think you really are aware how crowded the 214 can get or that Issaquah is a HUB for outside cities/county residents to shop and use the park and ride. The Issaquah P&R isn't JUST Issaquah riders-it includes folks from all over.
Yes, I understand how the guidelines shaped the decision being made. It's just hard to agree with it when the route in question is affecting me personally, as well as my friends, family, and colleagues.
I need 903, 182, 187, 908. I have bad hip. Hard to walk to far.
you're not willing to stand up to rich NIMBY's who insist on keeping their inefficient one-seat rides. and you pander to Eastside Republicans who don't use transit.
Why I understand? Because I am literate.
Clearly the idea is to condense the routes so that functionally the access stays about the same.
I realize I have been pretty fortunate to have so many routes serving my neighborhood in Capitol Hill
Metro transit is trying to do the best in an awful situation, the changes that I reviewed seem very thoughtful and compassionate to the difficulties the changes will be imposing on riders.
If there isn't money to run the buses, you have to cut back or cut something else back. Drivers and bus maintenence isn't free.
The website is very thorough and well laid out. Rides were easy to find to quickly find the impact my rides would face.

I get it--Metro is trying to provide a service to many that few use. There have to be other solutions that are not being considered, though. Historically speaking, these decisions have, in my opinion, been made in a short-sighted and archaic fashion rather than focusing on innovation and lean solutions.
I understand the guidelines, but would like to actually see the statistics. % of jobs in the area, % of minority/low-income residents in the area (how and why is that a factor--revenue wise). If a route is performing better than other routes (can you tell us which routes were compared?). Maybe this is available somewhere and I'm not finding it. If it is available, please make it easier to find. Update-Found the accountability center, which is great, but still would like even more details.
As a 20-year patron of Metro Transit, I follow the planning of the agency.
My most-sed, most essential route is not heavily used in my neighborhood.
I realize that routes with greater ridership are priorities, however routes with lower ridership still provide a valuable service to those riders.
I'm quite familiar with the service guidelines but feel Metro should implement them more forcefully.
I understand the reasoning for the cuts are lack of funding, I just don't understand how the bus service has completely degraded to the point that people would rather walk than pay a small fortune for bus service.

39. Answer: Well enough – Why?

I get it. Do you? Your unending reliance on the wrong taxing model, the wrong funding model, keeps you lurching from crisis to crisis. I say it's time for euthenasia. Put yourself down and make our county a better place for once.
I see more stops, benches and routes in more wealthy areas so I'm not sure if the changes will be equitable.
You suck.
this question sounds like you are preparing to disregard any comments in this survey - of course I understand, that's why I am participating in the survey in the first place
The 68 only covers a small area where no other buses run. The portion of the route that I utilize is very close where it joins with the 372 route.
Yes, I understand, but I feel it is short sited. I feel we should be looking at options to increase ridership.
Stop making excuses.
If cuts must be made, the proposals seems reasonable.
I understand there is a budget deficit and things have to be done.
I appreciate the attempts at fairness and efficiency, but it doesn't change the fact that we should be moving towards more public transportation and not less.
I understand as a whole, but not how they pertain to individual routes.
N/A
I understand the guidelines and trust that Metro is using their data to follow these guidelines accordingly.
Late night riders usually get screwed

<p>Sort of. I get that there is a lot of overlap with the 71, 72, and 73. But getting from the 65th/15th NE intersection (where they begin to diverge) and my residence is a 25-minute walk I'd rather not undertake in the dark. Maybe I'm misunderstanding the proposed changes, but it doesn't look to me like they would balance eliminating the duplication with keeping it at least somewhat convenient for those of us in Wedgwood to get downtown (and, from my perspective, thence to Capitol Hill and other neighborhoods southwest of here).</p>
<p>It seems to me that the buses I take are crowded or near to full capacity. A better bus experience for everyone is one when it is less crowded. Cutting buses, even if they are on duplicate lines, will only make the current buses more crowded.</p>
<p>The rationale makes sense, though I am not sure what is meant by "underperforming". I am skeptical about using strict financial reasoning for this rating as a route may be critical to someone with little money, but not be "performing" up to whatever the standard is.</p>
<p>Objectively, it makes financial sense to merge or delete certain routes that seemingly have alternates.</p>
<p>You should not remove the local #28. The routes it services have a lot of riders - both working people and students.</p>
<p>I also understand that there isn't anything about accessing educational institutions. Demographics doesn't always give the full picture.</p>
<p>I had issues with the change in the route 73 when it was detoured for the bridge replacement in the Northgate area. I wrote several times that it was foolish to have given up the "mini transit" center at NE65 and 15NE. I was told that the city had mandated the movement of the bus to Ravenna Blvd to 11NE. I now see that it was just a trial run for this change. I really do not understand why you would move that bus 2 blocks farther to the West when there are many people who come from the East to ride buses that go up and down 15NE. I would prefer to see the bus go out 15NE to NE75th and then turn to go over to Roosevelt since it seems that this is going to be my only option for returning to my home late in the evening. I am not sure how I will get downtown for that evening theater performance. I didn't inspect things to see what happens to buses on University Way. I do think that it is foolish to run buses up one street because it is one-way and have the return trip go down another street because it too is one-way. And this is what you'll be doing with the 73.</p>
<p>See page 2 in my comments.</p>
<p>I have attend several open meeting which have explained the cuts to Metro to a point?</p>
<p>I understand how you claim they were prioritized but I also understand that you have clearly not been on a 71, 72 or 73 route going north on Eastlake in the evening, when these buses are packed beyond capacity and routinely leave people at stops, if you think those routes should be cut rather than augmented.</p>
<p>Missing increasing services on routes already saturated</p>
<p>It is easy to see the "priorities" but also easy to see that Metro has basically left Magnolia landlocked, with only one bus route of four remaining, and other neighborhoods will suffer similarly.</p>
<p>I think you could have had changed the existign route to less frequent - people can mange if they no the bus will be there only once an hour compared to not at all</p>
<p>I guess to say it politely is that it should never have to change increase the fares if you have to so the quata can be met. However no buses should be cancelled or removed it inconviences people...</p>
<p>We need to live within our means. NO TAXES WOULD HELP THE AVERAGE PERSON!!!!</p>

I understand how you based your decision on it and it makes sense when you have to do the cuts.
If this is based on the questionnaires completed while riding the bus, I doubt the accuracy of the information gleaned. The question were often not answerable by Yes or No, or 1-5. And only people who were adequately conversant in English or had time or inclination to complete the survey were included.
I live in a neighborhood that has low income and high income-the higher does not want the lower income here and they like to make it known. "take the bus away and then they cant live here."
Most of the routes in my section of the city were cut from the midday schedule or underutilized routes.
I understand ridership is up. Yet cuts need to be made because of funding challenges. What's wrong with this picture? I understand the need for efficiencies and priorities but the guidelines are lacking consideration for promoting and continuing the increase in ridership
Simply having guidelines one how to cut service does not make negate the fact that cutting service has a wide ranging and deeply detrimental effect on communities, especially "minority and low-income residents"
Per, does existing transit service in the corridor compare to its target service level -- the 157 express bus does not meet the needs of our community. The 157 service times needs to be extended. We have a major high school with over 3000 kids and staff, 1000s of single family homes and apartments - all of varying income levels. We are vastly underserved on SE 208th, 98031
I know that some people who use metro transport will have more difficulty using buses to get where they need to be. In some cases people will be cut off completely from bus service.
The 265 and 277 run similar routes as far as I take them, just at different times.
The policy makes sense and I like that it strives to be equitable.
Service guidelines should always be in effect, not just in budget crunch.
How is this goal quantifiable? "How does existing transit service in the corridor compare to its target service level (based on community characteristics including the number of homes and jobs nearby, how many people rely on transit in areas that have a high percentage of minority and low-income residents, and the connection the corridor provides to centers where many people live, work, or take transit)."
Less routes means more crowded buses and more travel time to get to transit
Your guidelines do not take into account that some buses are already standing room only in the morning and evening, Routes 167 and 271. Both will be reduce or eliminated. How I will get on a bus that is already full? How will connections serve riders when buses are full and run less often?
There is no duplicate other bus service, the bus always packed during peak travel hours. There is no direct bus from North Seattle to Bellevue can be faster...so I still not understand why Metro want to delete the route.
I don't think the Service Guidelines are being followed when high-productivity routes from South Park and West Seattle are being cut before low-productivity routes anywhere else.
I understand that you have to use criteria to determine what cuts may happen, and this criteria seems as fair as possible. However ultimately, there is no "right" way to cut, because it is still causing a hardship to the community.
I understand the need to consolidate runs, but it is the other routes that will be hurt because of the limited number of buses and the addition of more riders eliminates the number of seats and the amount of parking at an already over crowded transit center.

I see that duplication has been considered carefully, and I can assume that the other priorities have been similarly considered.
Even tough commuters in my area have some of the longest drives and worst commutes, we are not in the core funding voting area, so quite frankly Metro does not care to serve us.
I think the metro personal who make the cuts should go out and rider these routes to see how full they are. West Seattle has had significant cuts in service and buses are full. When I ride the bus to other neighborhoods at peak times there's no one on the bus in comparison.
The local routes in the north and south were cut to make way for rapid ride. The local routes are limited in each section of the city, whereas there are a bit more express routes working to move the large amount of people around working hrs.
It seems a huge proportion of the cuts affect West Seattle. Traffic in the mornings and evenings on the West Seattle Bridge will worsen significantly. I can't believe the proposals are "fair" in that regard.
For the 41, which is always packed, I infer that service reductions are being considered because of demographics -- it seems to be used primarily by middle-class riders.
The 'guidelines' were devised by someone ignorant of transit basics. One of those basics is that you put two routes together for a trunk and split at the ends into more local service - now the objective seems to be to get rid of one end and dump it all into one route that will mean long walks in the rain for people living by the loser. Another basic is that people will take the FIRST bus, and they don't care if it's red-and-yellow, green, pink-with-purple-polka-dots - and then the analysts treat the ridership data as if it means something, when it's too scattered to be usable.
i only take sound transit
the 3 and 4 routes have taken too many service hours for too long. Too much overlapping I see for city roués while rural service gets cut first. Only now are the central routes affected. Maybe more will move away form the city and make Seattle the next Detroit. Then you wont have to worry about it, no KC Metro anymore.
I understand but still don't think that it's fair for for smaller communities with longer commutes
Some of the routes eliminated were indeed rather empty when I rode them, others, such as the 234 are always full
As I do take several different bus routes from Kent - I do see how many people are on the buses. They are pretty full most of the time.
There is a significant percentage of low-income residents in the area and the proposed changes will make it even more difficult for them to use transit. Most of these people don't have cars they can take to the Lake Meridian or Kent-Des Moines P&Rs.
It makes sense.
Well enough to realize that my options would be extremely limited and I will subsequently need to re-plan how I travel to and from my regular destinations.
Just because a bus isn't crowded doesn't mean it isn't needed. 5, 10, 20, even 40 riders depend on the route they are taking. Just because the bus doesn't have dozens of people up to the windshield doesn't mean riders don't depend on it for getting to work, getting food, attending community events, seeing their families...
rhetoric 101 itt. been deleted. rip
In the past, when services were reduced near where I was living (Eastgate P&R), buses became extremely crowded and I often had to wait for the next bus. This is one reason why I moved downtown, so I could always catch a bus.

<p>I get it, but the services offering redundant routes are to cut down on over-crowded buses, right? That's why they're there.</p>
<p>However, the 26 and 28 are full every time I get on, sometimes so full that the bus driver has leave people at the bus stop.</p>
<p>I feel like the 48 is a very popular bus... frequently standing room only. I don't understand why it is effected.</p>
<p>It's a chicken/egg thing. Route 131 involved a number of senior living communities when I moved to the area, but was already a limited service. Was ridership low because the service was already poor, and would there have been greater ridership with better service options?</p>
<p>It sounds like the right things were taken into consideration in the case that cuts are the only option, but I do not think cuts are the right answer at all.</p>
<p>31 is a lightly used route anyway.</p>
<p>It still seems a bit arbitrary</p>
<p>Its one thing to reduce services after peak hours, but you cannot cut out HALF of the services because it fits your above guidelines, YOU DON'T USE METRO SO YOU DON'T KNOW</p>
<p>I read the proposed changes.</p>
<p>It's not uncommon for the bus I ride home from work (64x) to be very crowded (although there are days when it's not). I'm assuming it will become much more crowded when two runs are removed. This will in turn discourage people from riding metro and put them back into their cars, which increases congestion, green house gases, etc. It seems like cuts in Metro funding just increase our regional problems.</p>
<p>I understand, but this is what I hear...people, especially min. wage workers get jobs that they can get to on buses. They assume that that service will be there for them. Once cut they often lose that job. It's not that the prioritization is wrong, it's that Seattle should figure out a way to fund the routes we have. We have enough wealth to have a first class public transportation service. More creativity needs to go in to how to fund it without raising fares a substantial amount.</p>
<p>The county isn't prioritizing transit, the state doesn't care to fund transit and is already miffed about the 520 bridge. Too bad for us</p>
<p>I would like to know more about target service levels and how they're calculated.</p>
<p>I appreciate that Metro tries to spread the cuts based on ridership throughout the system. It is painful for many riders throughout the region.</p>
<p>You have presumed the bulk of riders are not going the direction that I need to go during the times of day that I need to go, and that it is acceptable for me to have longer transfer times and more transfers to get to where I need to go.</p>
<p>I don't think this takes into people who work alternate hours (ie. night time, not 9-5 jobs). Having safe bus routes at night is very important.</p>
<p>The 214 parallels the ST 554, but it only serves Issaquah which on a whole is a very affluent community and not as diverse as other areas. We get cut because we take the bus for convenience or to save the environment, not because we have to. It's reverse discrimination, love it.</p>
<p>It's a poor choice of direction in my opinion because your are transitioning from a public service and socially responsible transit option to a performance and volume based model that is in my opinion better left to private options, such as taxi and executive care services, for example.</p>
<p>While consideration of minority and low-income neighborhoods is commendable, most people in north Seattle are also struggling and make good use of the bus due to economic reasons and less hassle.</p>

39. Answer: Not very well – Why?

You list a set of questions, these are not priorities, they are questions used to determine priorities. How can I understand the impact and influence of your priorities when you will not list them, only questions you considered when coming up with them?
Given these guidelines, it is surprising to me that Metro is considering eliminating route 4 over other routes. Route 4 is almost always packed, and it appears to be packed with people who really need it and don't have other transportation.
Why is the only option to reduce routes?
Bus 271 is almost always filled completely. The 556 which only runs every 30 minutes will be extremely overcrowded and will not be able to carry all of the 271 passengers. I cannot understand how the 271 route is planned to be changed/deleted.
You ignore subarea equity. South and East King County taxpayers pay 2/3 of the taxes and get 1/3 of the service hours. Seattle pays 1/3 of the taxes and gets 2/3 of the service hours. These guidelines will make this in-equity worse when you are done.
You follow old guide lines and it appears that you do not take into consideration opinions of the affected public. People move, relocate and the economic metrics change.
I have not seen evidence of the above factors for my route. In other words, I have not seen any published results of these "objective findings."
NO....should I?
Not based on reality. No one who works for Metro actually uses transit to get to work, run errands, etc.
I can't read.
Some of the routes are the only routes I know of going from where I live to a specific location.
I have not seen a statement from Metro that clearly explains the reason each route is planned to be cut from service.
The 48 and 71/72/73 routes are full every time I get on them for my morning and afternoon commutes. With such popular routes, I don't see how cutting down on their frequency will help streamline traffic.
You didn't really explain how they shaped the proposed changes. I suppose I believe you, but how can I understand it without an intricate knowledge of every bus route demographic in the county?
Because so many of the cuts appear to have been thoughtless, and stupid.
too much double-speak
too vague
How can you write off a neighborhood and condemn it to no bus service?
There are always a decent number of riders on my route but the route is being cut.
The routes I use are very, very busy and oftentimes in downtown Seattle the 72 and 73 skips my stop entirely because it's too full. Reducing service to that extent means it will take who knows how long to get home since so many people take that route.
The #72 at 130th is the only bus from Lake City to the UW Tower and other University Way stops
372 is a vital connection to Woodinville and 68 is a major route to Northgate

<p>No, I do not understand, for example, why this means that you should cut the 72 express. Though it does go downtown as the 71 and 73 are, if you ask any person who has taken this bus, these rides are full to capacity at peak hours, sometimes preventing riders from even boarding. I do not understand why the 72 should be cut when even at this point there are still not enough downtown routes.</p>
<p>Some of these routes are the only ones that get me close to my destination without transferring.</p>
<p>I don't really understand how routes to the UW can be deleted altogether - they seem well-used to me. The UW is one of the major transit hubs of the city.</p>
<p>Some of the proposed routes being cut or scaled back seem to have very high volume (standing room only) during most hours yet route performance as top priority here.</p>
<p>Use of buses from University District to Downtown and Capital Hill. These buses are frequently crowded and cutting seems disastrous.</p>
<p>haven't bothered</p>
<p>The Roosevelt corridor has many riders, both students and what I imagine are medium-income, therefore the model represented above probably does not represent them well.</p>
<p>I don't see a graph or chart that shows me the overlap of the routes I take, nor that takes in to account of routes that are shorter and cover the same area that the main bus on that route already covers.</p>
<p>I wonder how efficient the whole Metro Transit system is. So until I understood if there were efficiencies in the system that could be improved (money saved in the administration of the bus system and at the administrative level, for example), I need to see I don't understand well enough.</p>
<p>because you yourself are not following them. you extending route 140 another shopping area but there is no demand on that route at all. the route runs around Renton empty every 10 minutes or less, clogs up congested streets, while getting to Renton Community College is a problem. You have 2 transit centers in Renton a few blocks away from each other. What a total dysfunction! both are served by the same routes, and riders are forced to ride around in loops and then to transfer in each of them. waste of time and money. make routes in Renton more directional, connect terminated routes into 1 route. i.e. 169-240, 140-105... and have then service social and regional destinations, not parking lots of big box stores on Rainier ave! there is no access to Renton city all, Renton community center, aquatic center, old Renton city hall and library.</p>
<p>I get the criteria, but not how you apply them, which is what really counts.</p>
<p>Difficult to comprehend when Seattle has national reputation of wealth - Industries known world wide - But lacks finances for public transportation! Is this not a question of priority? How many non-driving physical limited but active seniors were on committee?</p>
<p>Doesn't seem like they were used correctly</p>
<p>Perhaps I do understand. It's just the city's priorities are confusing me.</p>
<p>Makes NO SENSE. I live in a very low income area. the buses are always packed.</p>

<p>WELL I MEAN SHIT JUST OUT OF NO WHERE YOU STOP GETTING FUNDED? THE FOOD BANK NEVER COMPLAINS ABOUT NOT GETTING FUNDED AND NOVA HIGH SCHOOL NEVER STOPS GETTING FUNDED ALTHOUGH IT'S NOT FULLY FUNDED BUT DAMN ALL OF A SUDDEN METRO STOPS GETTING FUNDED WHAT THE HELL DID YOU DO ZOOM PAST THE PASSENGERS WHILE THEY'RE WAITING FOR THE BUSES CAUSE SHIT I KNOW DAMN WELL SOME OF YOU BUSES BE DOING THAT SO IF THATS WHY YALL ARE BEING UNFUNDED OR WHATEVER MAYBE YOU SHOULD STOP ZOOMING PAST PEOPLE LIKE THAT AND ACTUALLY START COMMING ON TIME</p>
<p>I want to know the specifics of why buses to the Magnolia neighborhood are being cut. Because of the changes you are proposing, you are making it more difficult for me to get to and from an already difficult area to get in and out of via bus, and in some cases not providing transportation at all. I am livid about why changes are being made to an area that needs more service than is already being provided, but is one of the first areas to be cut back.</p>
<p>Based on Metro's past and current performance I don't have faith in Metro's ability to know the needs of its ridership or the experiences their riders have on their buses.</p>
<p>I'm on one of the busiest routes. Don't understand why an express 5 would be deleted</p>
<p>Seems fewer times per day even at more cost would have been better than deleting routes. What about all previous promises by Kevin Desmond around which people made plans for daily living.</p>
<p>Data is inaccurate. The buses are full of commuters.</p>
<p>The stated reason for deleting route 21 does not make sense. Route 21 existed before the Alaskan Way Viaduct funding and should not be contingent upon it. I feel as though that is being used as a convenient excuse to cancel service and deflect blame.</p>
<p>Too far to walk on dark roads with little room on the shoulders.</p>
<p>I would need the ridership data for my route in order to understand what the decision was based on.</p>
<p>There are a lot people getting on in the morning and off in the afternoon. I don't understand how cutting the stop in tukwila is an answer.</p>
<p>No I don't see it at all. I know a few bus drivers and they don't understand it either.</p>
<p>Instead of modifying route you are eliminating Rt 61. When I use Rt 48 we ALWAYS catch prior run AND may have one behind. Take a couple of 48's or 7's off and add to 61.</p>
<p>Does the density of one area diminish the transportation needs of another area that has a smaller population density?</p>
<p>not done very well- lots of other things you people can do</p>
<p>Your planners' and mangers' inability to detect and reduce waste gives me zero confidence in your ability to get anything else right. Never has more money been wasted so close to the source as Metro.</p>
<p>Only read about them in the Seattle Times until today.</p>
<p>Because the safety of Low income residents and minority areas are being overlooked.</p>
<p>It would be helpful to provide an example for each of the service guidelines. For instance, in the first guidelines, "How well is the route performing compared to other routes?" What does this mean? The timeliness of the route? The money brought in/lost for that particular route? Please be more specific.</p>
<p>I still see dozens and dozens of empty coaches roaring up and down my street for 20 hours a day. Cut them all and save a dollar!!</p>
<p>I just learned about them and have not had time to review.</p>

I do not understand eliminating routes 131 and 132 and replacing them with a local route! They serve a huge area and many lower income neighborhoods with residents that depend on these 2 routes to get to downtown Seattle to work and handle their business. I believe the ridership numbers on the 131 and 132 will justify their usefulness in serving the community.
You have already cut a lot of services and now you are cutting more. DO BETTER.
All it does is make it harder for me to get places. I believe I will have more transfers to get to one destination. Example: Route 253 used to get me from Seattle to Bellevue with 1 bus. Now to get me there it is 3 buses. Going to certain places in West Seattle, which took 1 bus downtown and now takes 2 buses.
although it SAYS that consideration was given to high percentage of minority & low income; it does not appear that way in reality
A lot of people (like me) are disabled. I am blind and can't see well enough to read your stuff!!
There aren't very many bus routes that service the Georgetown community. We aren't like Queen Anne and have seven or more routes that run people around the city. We have three routes, of which you are cutting two of them.
If bus route duplication is an issue, why do all the south end West Seattle buses go to Westwood Town Center instead of serving the neighborhoods?
I know the buses are often full, many riders are denied entry and must wait even longer for another bus, some buses are very late or miss the stop entirely, and from my experience every route I use is highly populated.
what do you mean by 'how well a route performed?' You mean how many people ride it?
The buses that I ride, especially the 271 going to Issaquah, are very well patronized, having at least 10 people on them at any given time between Issaquah and Eastgate. It seems to me that this is enough of a reason to maintain this route.
I was wondering why such a high use route is being cut, such as the number 72.
For instance, the #2 is a HEAVILY USED route -- since the last changes even more so. It does not duplicate other bus service (and truncating the #12 last roud has made sure of that.) Actually Madison is inadequate to serve all forms of traffic on First Hill because of the hospital needs, and the housing density between Madison and Seneda is very high indeed. On this route, at least, it is hard to know how Metro's criteria have been applied.
I ride buses to all parts of the city for all of my errands and the lines you propose to cut are just as populated as any of the other lines from my experience.
Why would routes to the Miller Community Center, Country Doctors, multiple schools, and so on be cut if those are the actual concerns?
Have received no information about any of this
Based on personal experience, I think the cuts and reductions do not serve the needs of your riders.
Lots of people in the morning are on the #12 bus going to school, work, etc. and tons of people use it to get to crew practice after school.
Everyone around here is shocked because the 26 and 28 are extremely crowded and this area is growing so fast. People don't drive too much around here, if they can count on buses, because it's expensive and inconvenient.
There are some route duplications that could be eliminated, but there are some feeder routes to Rapid Ride Line B for example that will be deleted and will reduce ridership. Also the proposed changes to Bellevue College routes will decrease ridership significantly and don't seem to be cost saving enough to justify the impacts to the college.
BECAUSE THIS IS RIDICULOUS

<p>With respect to the # 8, it would negatively affect many minority and low-income riders. Just one example: the refugee students who take the 8 south from Seattle Central Community college after their English classes. I know; I ride with them.</p>
<p>it does not make alot of sense to me..</p>
<p>You claim a bus 48X that is full every rush hour to standing room only is "Underperforming"...Unless you want people riding on the roof your calculations are FLAWED.</p>
<p>I'm still not sure why these guidelines would lead to a reduction in service to Bellevue College.</p>
<p>Particularly with the 30, which is one of only two buses that regularly serves Sand Point Way, and the 12 - WHICH SERVES COUNTRY DOCTOR, one of only three low cost health centers that serve Seattle residents without children. Sure, you really care about low income and disable people. That would explain the trolley line serving First Hill and Capitol Hill. Of course.</p>
<p>I would like to see the actual data that was used to make these decisions. Is this accessible to the public?</p>
<p>Because these ideas of priorities on making even more cutbacks towards bus services is backward thinking.</p>
<p>I believe that Metro is trying very hard to provide a fair and clear analysis on which to base cuts, but I'm not sure the target service levels really reflect the needs in each community.</p>
<p>The 12 beyond 15th is an integral part of route. If people want to get to 15th, they should take the 10, 11, or the 43. I take the 12 to the end because it is closest and most convenient to my house.</p>
<p>I think King County Metro has lost sight of the imperative to reduce vehicles on our roads. Gridlock has become the new normal. While Metro's goal of providing transportation for low-income residents is noble, it needs to broaden its vision to reduce traffic congestion, which will benefit all of its residents.</p>
<p>Even as a educated person it was hard to track down transit changes and know that they were happening.</p>
<p>increase passengers and longer commutes</p>
<p>This apparently is not working as money is being burned like water out of a lake. There needs to be not only accountability, but an ongoing audit, but an outside firm, not one that is picked to show that everything is fine, when it is not.</p>
<p>If going to Ballard, the express buses can take over 45 minutes for the full route. The downtown corridor is a MESS and someone needs to figure out how to route buses so they are actually reliable and on time.</p>
<p>The buses are always packed with often standing room only and even no room at times. This does not support cutting service in West Seattle. Plus more and more huge apartment and condo buildings are going in here (some with no to limited parking) which will make it even worse. I am an older woman who frankly have almost fainted several times while standing the entire trip after a long day at my job in the city.</p>
<p>The complete removal of any proposed route through High Point and traveling West to the Morgan Junction contradicts the "Does the route duplicate other bus service?" question.</p>
<p>West Seattle has full buses and is being disproportionately affected under the proposed cuts.</p>
<p>I don't see how the 5 and 355 routes duplicate the 28 service. There are a lot of addresses in Broadview that are nearly a mile from the 5 route and up a steep hill!</p>
<p>because there are corridors with jobs and regional services like where Valley Medical Center and IKEA is... but there is no service at all. only 1 bus to Renton TC. The other is a dart to Southcenter. So the guidelines are not followed well to begin with.</p>

I didn't see descriptions justifying the changes on each route so there is no transparency about how the decisions were made.
There is only one DART bus that goes down the road I work on. I don't see how getting rid of it falls under these guidelines.
The 260 was frequently full or near full before it crossed the bridge and it only provides three busses per day. Furthermore, you are cutting two routes from the same region and reducing the third, making it impossible to reach a park and ride reasonably through bus transit.
Sound Transit does not cut its service, why are you? you are both bus companies!
Because you are completely eliminating convenient access to bus service in my neighborhood. I will no longer be able to use it for travel between work and home.
I don't understand how the 72 could be deleted from service. As part of the trio of 71, 72, 73 from downtown to the U-district to points north, the 72 provides vital service to Lake City and along 15th Ave NE. I ride the 72 south every morning to work and it is always full.
I understand the priorities but do not know what the proposed changes to routes are.
cut are to areas which service lower income residents
The rationale does not seem to be reflected in the proposed changes.
The cuts seem to be hitting W Seattle very hard
All I know is that, anecdotally, on many of the bus routes I take, the buses are either full or have significant ridership throughout most of the day. Many people get on and off at many of the stops, and they all connect from one hub to another. Maybe there are other ways to get between these hubs, but the current system seemed to be working well for the hundreds of people I would ride with every day.
Because I live in a low-income area with a high percentage of minority residents, and the bus is always full, and you're proposing to cut it!!
TLDNR
Because I don't know the specifics of the findings that came from following the guidelines as they apply to the bus route in my area.
I noticed that the eastside is not impacted at all. The area's that have the heaviest usage are over taxed and dumped on your priorities suck you all should be force to take the bus to work and see what the people deal with when you make these decisions.
Because the people making these decisions don't ride the bus. The information gathered is not based on real use. I can't believe they expect all buses to be filled to capacity (or standing) each and every trip.
The philosophy of the cuts is not to make transit a little more inconvenient for everyone to pull ourselves up and work together. No, the philosophy has shifted to making it really easy for a few key routes and leaving everyone else in the cold. Just unacceptable.
These guidelines compare the routes you're cutting to other existing routes. There are no other routes.
I do not understand why you are not prioritizing our elders, people with disabilities and poor/working class folks.
they make business sense and distribute the changes in a fair manner. I used to live in south king county and appreciated that we had really reliable and meaningful bus service. I think that contributed to my being a bus rider. you can't like it if you don't try it.
The last two bullet points are duplicates - or else I'm misreading something.
The urban routes - particularly ones that serve communities with minority populations - always take it in the shorts. We PAY MORE for our ride than people in the suburbs. Metro cares more about getting suburbanites to work and sporting events. Admit it.
Not enough information to answer.

It makes no sense to take all transit options out of my neighborhood, I can understand cutting back, but not eliminating completely
Social equity is Bull shit.....
Nothing that you have proposed for my area of Seattle makes a lot of sense. Again, your whole RapidRide scheme is just a money pit.
The change proposed for routes 31 and 32 makes no sense. the 31 is being cut due to east end coverage duplication with the 32. But the part of the route being eliminated (Magnolia) is unique to the 31, where the 15th Ave section which is unique to the 32 is covered by the D. Why not keep the 31 fork and modify it to cover the length of 28th and/or 32nd aves and then serve Seattle Center area via the Magnolia bridge? Then the 33 wouldn't need to change as much and the 24 could still be reduced to Peak-only, while still serving all the main streets of Magnolia.

40. Please share any additional feedback you have about these proposals or suggest any ideas you would like Metro to consider. Ideas that help us minimize impacts and serve more riders, and that do not shift impacts from one community to another, while still making the necessary cuts, may allow us to modify this proposal before it goes to the King County Council for consideration.

Total Respondents: 610

I understand Metro is not self-sustaining. But what percent of its expenses does Metro pay for itself?
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<p>Your planners and bureacrats are unresponsive, dim, unimaginative people who do not care about the citizens. Your solutions are plain as day and yet you obfuscate the facts and situation in yet another attempt to cling to your worthless, value-destroying Soviet style jobs. Shame on you all. You have and continue to violate the public's trust. My only question at this point is how come you aren't being prosecuted? Theft of public funds is a felony. You commit one every time you cash your paycheck.</p>
<p>I think the more we cut routes, the fewer people will ride. More grid-lock than now.</p>
<p>My earlier comment about trolleys--I mean the ones that require tracks, not the overhead wires. Cut funding and stop building tracks--they're expensive and inflexible as demand moves and changes. Bring back the 18 to get me to the Ballard theater. I get leg cramps after walking 3 blocks, and the current modifications in stops have impacted me. I believe in mass transit--especially mass transit that is readily available and nearby. The proposed changes will alter both. If the city plans to make these changes, it needs to approve more taxis and taxi alternatives. And speak to the Port re: a walkway from the LightRail stop to the airport terminal--I have to rest repeatedly along the way!! Thanks for trying to solve a nearly impossible problem.</p>
<p>Please do not cut that much routes that near UW! Students need public transportation!</p>
<p>If the cuts are made my trip home from school will double in time. I will likely stop attending. I hope you will reconsider cuts to the neighborhoods north of downtown such as the 70 buses and 66,67. The 70-74 buses are always packed to capacity, please do not eliminate these routes</p>
<p>Come up with a better transfer system. Too many people just pick up transfer tickets off of the ground and use them for the day without ever paying. There may be equality of access concerns for demanding ORCA cards or something similar for all transactions (which would be ideal) but there should be a better system available to ensure that those who are riding are actually paying for the service. Additionally, where the heck is the bicycle parking for transfer centers. If these routes are going to start dead-ending at transfer centers, leaving customers to travel many more miles to their destinations, there should be more than just one lone, beat up, outdoor bicycle rack on the outskirts of the transfer center.</p>
<p>Please consider cutting route 3 instead of route 4. The area served by Route 3 is also served by route 2. Route 4 is almost always packed, and it appears to be packed with people who really need it and don't have other transportation. Service to lower income areas where people may not have other options should always be a priority than service to wealthier areas.</p>
<p>Once the money for the new 520 bridge has been collected, it is my understanding that the toll will remain in effect. Why not use that money to keep routes?</p>
<p>Please cut route 3 instead of 4 because Route 2 already covers much of Route 3</p>
<p>You're all stingy bastards.</p>
<p>Take a look at how many people really use the buses and how crowded they are before you delete them. Route 271 is almost always standing-room-only as it is and it is considered to be deleted? I have had buses pass me up before because they cannot fit any more passengers, this is going to happen a lot more now if these changes happen.</p>

<p>I have to admit that I am probably not as knowledgeable about the changes and motivations for changes that are taking place for the Metro as I could be. What I can share is that I want to see a future of more frequent, more reliable Metro service that will encourage increased ridership for myself and all city residents. Currently I see a transit system that primarily services the students (particularly UW) , low income folks living in the suburbs that commute to in city jobs and disabled folks getting around downtown. I would love to see the kind of cross-economic-status ridership that other cities achieve through more frequent and more regular service, and know this will improve the riding experience for passengers and Metro employees alike.</p>
<p>There seems to be some discussion about eliminating the #3 route in favor of retaining Route #4. Rather than walk the 1/2 mile, or so, to the #2 route, due to mobility issues, I would stop using public transit altogether in favor of driving. Not what I'd prefer to do, but would feel forced to do so.</p>
<p>I am disappointed in cuts to north-south Seattle routes, and these will negatively impact my use of Metro. However, the real issue is that Metro NEEDS to EXPAND east-west Seattle routes, as these are currently very inadequate. For example, there are almost TEN routes that serve Ballard-Downtown, and only 1-3 that serve Ballard-UDistrict. In addition, the few existing routes are terribly delayed by bottlenecks at highway 99. I understand Metro is facing a budget crisis, but it is a shame that this not only reduces service but prevents necessary expansion of routes, such as more east-west Seattle routes (e.g., Ballard-Fremont-UDistrict).</p>
<p>I hope Metro considers the fact that a lot of people will have to find an alternate way of commuting due to fewer buses.</p>
<p>The 17 percent cuts showed up two+ years ago or more based on dramatic sales tax reductions. You have now recovered your pre-recession sales tax revenues. Why are you continuing to use the draconian 17% cut mantra? Did you not make any real cost savings during the 5 year recession?</p>
<p>My be the 27 sould run fewer hours rather than being cut altogether?</p>
<p>You need to live within your means. How about cutting back wages or not giving raises? You are too big for you britches and think you can get want you want by throwing tantrums. I have to live within a budget you can too!</p>
<p>Taking away metro is taking away my education</p>
<p>Basically, feel free to make the busses more efficient by cutting out overlap, but don't make the busses quit running earlier/frequently and don't make bus stops farther apart/fewer in-between major stops. So ideally, increase the serviced areas by decreasing overlap to make the buses more efficient.</p>
<p>Use reward/loyalty program.</p>
<p>The 25 bus is an important link for the Montlake Community</p>
<p>I think the streetcar expansion should be stopped. How are streetcars more cost effective than buses? Are streetcars better than buses in any way except for tourists? The late runs after midnight are a good alternative to driving after drinking. On some nights out my plan includes a bus ride home. Just a few drunks off the road might be worth a bus run.</p>

<p>Please consider making a new route that goes from West Seattle (35th and Avalon) to the University of Washington. This would greatly increase accessibility for college students who commute from west Seattle such as myself. It makes no sense that a Seattle resident has to spend more time commuting to the UW compared to someone who lives in Everett.</p>
<p>Do not cut route #12 interlaken park along 19th. Ave. E.</p>
<p>Making cuts to the 71/72/73 from the Bus Tunnel Downtown would very negatively affect the commutes of students since the buses are already very crowded during peak hours (ie, by the time the bus is at Westlake Center or Convention Center some riders have to be refused).</p>
<p>Learn how to write a survey to long. And to many different areas covered focus</p>
<p>UW is nationally recognized as being a very "green" school, and usually the busses going there are full. I'm a little concerned to see if the problem of full busses will get worse or better with the changes in service.</p>
<p>The whole daily commute process has deteriorated. 8/10 drivers have terrible attitudes, and their driving skills are poor and not monitored. It is a physically uncomfortable ride due to unnecessary driver bad habits (too much gas, then too much brake) which will literally land you out of your seat and on your neighbors. It truly is unpleasant and I dread both directions of my commute.</p>
<p>The priorities of King county should be focusing more on infrastructure and less on growth. This area cannot handle all the added traffic of the past 10 years. It needs to be more of a priority.</p>
<p>Currently when I go to school (UW from downtown) at peak times, often there are more students than can fit on the bus. All of these students pay for their bus ride through UW.</p>
<p>las;dhg;</p>
<p>When my body doesn't operate as efficiently as I'd like, I don't cut parts off to make it better.</p>
<p>I was wondering how much it costs to have all the interpreter services that are available? Cutting back on interpreter services seems like it would be a good way to reduce costs. Only having printed options for languages besides English or spanish?</p>
<p>Just two recommendations: - Don't cut reduce the 12 route length - Increase the frequency of the 545 during peak transit times.</p>
<p>I believe Metro has an obligation to look at the various populations that count on Metro for getting around the city. Metro provides people with the ability to have access to education (literally!) This is no small duty! Please do all you can to make it possible for people to improve their lives by maintaining their ability to get to school as well as other important events and places.</p>
<p>I don't know why you all believe the 197 is for students that attend the UW. More than 60% of the riders are UW staff and faculty if not more. We like the 197 but if we have an appointment or anything going on we have to drive because there is limited to none, at times, afternoon service.</p>

<p>It's important to take into consideration the amount of time it takes riders to adapt to changes in service. So if a route is modified and that modification is analyzed shortly after the changes were made, it likely won't be an accurate representation of its full potential if riders haven't adjusted. I've heard many people express that they are sad to just learn of a new route that's really good for them, but now it's being cut. Continually threatening & making cuts discourages people from believing that Metro transportation is reliable long term and they often make decisions and plans that will serve in the long term.</p>
<p>Those on fixed income are going have the hardest impact.</p>
<p>Before cutting service, evaluate operation costs, including executive level compensation packages. Make adjustments at the highest level first to compensate for reduced funding.</p>
<p>Consider the amount of increased single car drivers on our roads and their financial impact on the County. Consider the traffic congestion, pollution and parking problems we already have with increased single car drivers. Consider the PR message you are sending out. "Metro is not important to our community and should be cut." Consider other major US cities. How have they resolved mass transit issues? Consider the impact it will have on Metro. By making making metro less convenient, ridership will decrease and Metro's budget shortfall will continue.</p>
<p>The #61 looks like it is usually empty. If you have to cut service, the #61 may be a good one to cut.</p>
<p>Double or triple parking prices so people realize what a terrible idea it is to drive in a city</p>
<p>Subsidize metro by corporate taxes on shuttle use, taxes on gasoline, congestion toll.</p>
<p>I work at the University of Washington and my office location is in the UDistrict. One of the things that I love about my job are the options I have for commuting. I can drive 2 days per week, telecommute 1 day and take the bus 2 days a week. There are times when I bus home for lunch and then back to work after. With the change to route 71, I'm not sure that I will bus anymore. I believe I would have to take bus 73 and then transfer to 71, which will only come hourly. For a 2.5 mile commute, the time that will take isn't worth it. My other option is to take bus 65, which is easy to catch from my house, but drops me somewhat far from my workplace. Not very convenient and I would not have time to run home for lunch if needed on the 65 route. Two other options will be cut - routes 30 and 74 so those will not be possibilities for me either. I don't really have ideas unfortunately, but I just wanted to express how it will impact me and that these changes will cause another car on the road more often. In addition, I'm a recruiter at the UW and one of my selling points about employment with UW is the convenience of bus options. Will I be able to say this to candidates any longer?</p>
<p>Keep working on stressing efficiencies of Metro staff and drivers.</p>
<p>Seattle should have its own transit system separate from King County.</p>
<p>The 68 is one of the most packed buses I'm ever on. I do not understand why it is being cut. I understand the 67 being cut, but not the 68.</p>
<p>There has to be more consideration for those who have no alternative-how do we know how deeply those cuts will hurt those least able to cope?</p>
<p>Leave commuter routes. Get rid of day and late night routes that are barely being used. Stop buying new and improve things when you are in debt.</p>

<p>I know this is very tough for Metro. The 271 to the UW is always standing room only to the max and it runs every 10 minutes. We need more runs. We should not even be considering the same or less when people are being told they can't get on the bus.</p> <p>There are no easy answers, but we have to look at more taxes as this is something the whole community benefits from (even the wealthy who can drive on less congested freeways). I would push to keep (and raise) the \$20 fee to \$30 or \$40. The other option would be a sales tax increase.</p>
<p>Look if I need to dig myself a hole deep enough to strike a hundred grand in order to attend my own state's university, and you expect me pay it all off in a "timely" manner, someone better figure out how we plebeians are supposed to get from point A to point B and maintain the little spheres we call lives.</p>
<p>If you are going to remove the critical route 68, add more 372 busses in the morning to take the load of students traveling from u village to campus and add the stops in between that 68 currently makes. These stops are what makes my commute safe.</p>
<p>Please maintain the 28 and 28 Express routes.</p>
<p>I urge you to apply for state and federal funding using whatever creative application tactics you need to. Losing public transportation will absolutely set this county back as we compete for the future.</p>
<p>These changes will make taking the bus much less convenient and reliable. If these cuts happen, I can't imagine being someone who has to commute or travel only by bus. What a nightmare. Also, no one pays for the Street Car. There needs to be increased enforcement of payment.</p>
<p>The proposed cuts would make it extremely difficult to commute between Mercer Island and the University of Washington, which is something I have to do several times per week. If the 205 ran more frequently and actually showed up when it was supposed to, it would certainly be a much better-performing route, especially since the alternative requires taking three buses instead of one.</p>
<p>I know you all really don't care... You people are sad excuses of public servants. RELY on transit for a month and see how much respect you'll lose for yourselves.</p>
<p>Make more neighborhood to neighborhood routes that don't go downtown to reduce congestion while being more convenient. Do grass roots fundraising to reach the average user who would probably be willing to donate a little bit to not have their routes cut.</p>
<p>Maybe running the buses less during the slow hours would cut costs.</p>
<p>From my understanding, University of Washington students are required to pay for a Upass, regardless of whether or not they use it. This had the potential to be an even greater source of revenue for King County Metro. For instance, if the price of a Upass were to increase even 10 dollars per student per quarter from what it has been this year, this could provide more profit.</p>
<p>Don't cut route 167! I know dozens of UW students, faculty, and staff who use the route on a daily basis during the peak hours.</p>
<p>Some of the routes through the U district are redundant (72,73,74). Maybe those could be reduced through the U district but they all cannot all be cut.</p>
<p>the service cut will impact the people who use it because there are people who do not have family or friends who can give them ride so the only family or friend they have is the bus because it allows them to take where they need to go with out depending on other people</p>

<p>I think that the Metro services are used by a diverse population on a daily basis. On my routes I see physicians, lawyers, teachers, retail clerks, unemployed and retired commuters. I think that Seattle is hugely dependent on its Metro system, and needs for it to maintain, if not grow in the coming years. If cuts are made, they will most severely affect the low income riders, and perpetuate income disparity in our city.</p>
<p>Raise the cost of the Orca cards that UW students are forced to buy along with tuition.. we have to pay for it anyways and we use it every single day. Out of the 45,000 students though I am surprised that \$30 per person is not enough to keep the buses we currently have. I would rather pay a bit more and keep the necessary routes than cut bus routes and jobs.</p>
<p>Please I am begging you to no cut the lines that go through the university of washington seattle, especially the ones to northgate and downtown. Thank you so much. Fangda</p>
<p>There are very few times I think to myself "We don't need this route very much." Much more often, it is the exact opposite: "Why aren't there more buses on this route?" Or "Why isn't there a bus line on this route?" The latter is particularly true for the University Village-520 trip. There is no bus that goes directly from University Village to either Capitol Hill, Montlake Freeway Station, or Lake Washington Boulevard. This is an incredibly useful trip for students, who are often commuting via the freeway or visiting/returning to Capitol Hill.</p>
<p>If bus 68 and 372 cut, the only way I can go to school is to go up the hill everyday which means I have to get up 2 hrs earlier!</p>
<p>The 271 is the only way for me to get from where I work in Bellevue to the UDistrict for class. If routes were cut/stops were moved it would greatly increase the strain on the commute of people like me who take that commute.</p>
<p>The UW and its students rely HEAVILY on transit services and cutting them will mean that students will have a much harder time getting to class and campus. Most students do not have any other form of transportation and cuts like these would be incredibly hard to deal with and will hit many students very hard.</p>
<p>Pretty soon the only people taking the bus will be the people who have no other option. Seattle needs to take an active approach to improving public transportation and making it beneficial for everyone -- people will take it because it works well and they don't want to drive into the city, and that will reduce traffic. But the better service has to come first. No one in their right mind would put up with the bus system the way it is right now if they had any other option.</p>
<p>People need reliable, frequent options of transportation throughout the city. They may need these at unusual hours due to work or school schedules. Just because less people use a bus route doesn't mean that route doesn't have a significant impact on their lives. I sold my car coming to Seattle because living is expensive here and I knew I could make do without a car. Cut these back and I may not be able to afford to live, study and work here anymore.</p>
<p>I have already shared my feedback in the previous pages.</p>
<p>All drivers need to be id'ed and badged. I've had way too many drivers harass me.</p>
<p>Reduce Deadheading, busses returning from Rush hours routes should have passengers until just before returning to Base. All routes should have assigned drivers and substitutes (1 or 2) reduction OVT for the unassigned "waiters." Smaller busses on less popular routes. Tired of seeing Articulated buses with 2 riders. from Seatac to Seattle. SWe may have to return to the idea of not night service 11PM to 5:00 am</p>

<p>A reduction in the number of stops per route could allow faster service and less fuel used for idling, which may allow more buses to stay in service.</p>
<p>I don't think Metro realizes that people shift where they catch the bus based upon service. Cutting the 271 service to Issaquah will cause Issaquah riders to park at Eastgate P&R or Mercer Island P&R. Eastgate P&R already gets full (thanks in part to Bellevue College students who park there). I think we need a RapidRide service between Issaquah TC, Eastgate P&R and Bellevue TC.</p>
<p>Fund Metro.</p>
<p>Maybe work with SDOT to propose some way to get money for both street improvement and busses. We really need this. Something that would affect everyone. One thing you could do is rather than put that extra fee on the registration for the car, is maybe raise the price or put a tax on driver's licenses. Most people get that, and we could also put it on non-driver IDs. This way, it affects everyone, not just drivers who get upset that they're supporting a service they don't use.</p>
<p>1) Although I am taking buses everyday, many times I choose not to take bus but walk or seek a ride from friends because the availability of buses are limited with high variation (risk of misses bus due to inaccurate bus schedule / too long waiting time also increase risk) . To boost bus riding, it is better to increase the frequency of buses rather than decrease it. Making people be used to taking buses can lead to the increase of riding frequency. 2)change route to connect popular routes and less popular routes might be more effective than delete the partially duplicate route because doing so might increase transfers and greatly decrease willingness to take bus.</p>
<ol style="list-style-type: none">1. Design a distributed network that helps the regions businesses, drivers as well as transit riders. (Like the one we had for 30 years that made Western WA such a great place to live.)2. Create bus lines that serve neighborhoods business districts instead of corridors.3. Work with Metro drivers and riders!! Ask questions and LISTEN!4. Stop putting money into electronic signs--everyone has cellphones and tablets now, why do we need the expensive external signage?5. Stop spending money destroying serviceable bus shelters then putting up those Rapidride non-shelters--what a waste of money!!6. Focus marketing on car drivers, and how transit benefits them by reducing traffic and reducing road repair costs. Tie the increase of traffic congestion to the lack of funding for public transportation. Recently I heard on the news that a survey showed that traffic in the Seattle area increased 14% in 2013--I'm sure that it's no coincidence that that happened after the last devastating 20% cut in transit. However, no one is telling drivers how much it affects them when tens of thousands of Metro users HAVE to drive because their routes have been cut. I rarely drove until the cuts in 2012-3, but now I have to drive almost daily. It costs drivers more money and time when transit is cut!7. Do a survey on how transit cut affect businesses--if buses are cut, employees and business customers do not go near those businesses or cannot get there easily without driving and having to park.8. Examine the King County leadership! Ever since Kevin Desmond became head of Metro, we have had horrible cuts, total changes in how our neighborhoods and transit works, and we've become a grid-locked East coast style city that has abandoned our older and handicapped residents. Why don't we get someone who can make Seattle and King County BETTER instead of making the same bad urban planning decisions of the 1970s and 80s that many of us escaped?? WE need real leadership!!!

<p>Could you decrease the number of times a bus passes along its route, instead of just cutting the route altogether? Or increasing bus fare? Or upgrade to electrical busses, or hybrids or such ;) But the first idea is pretty good if you think about it.</p>
<p>Both the Cap Hill streetcar and the Broadway Light Rail station will affect my ridership. I would hope that we can bridge the time until those projects are completed with no reduction in service and then make changes that are sensible given the additional support those projects will bring.</p>
<p>I am very concerned about the future political implications of cutting funding for public transportation. The last thing this region needs is less investment in alternative modes of transportation beyond automobiles.</p>
<p>I don't understand how Seattle can talk about being green or trying to ease congestion and consider cutting bus services. Have you considered how efficient these operations are? Cutting costs through process or system efficiency? I take the bus everyday for work and on the weekends for seahawks games or just going downtown. And after the game the bus situation is terrible. It takes forever for the bus to come and it fills up immediately and then another one comes right behind and is empty. I cannot believe that these cannot be staggered a bit better on gameday. Its completely ridic you know 60K people are leaving the stadium, can't this be planned a bit better? It makes me suspect that through workflow allocation the system could be more efficient which might mitigate some of these "required" cuts.</p>
<p>http://www.humantransit.org/2009/04/why-transferring-is-good-for-you-and-good-for-your-city.html</p>
<p>Continue to work with lawmakers to create funding packages that will sustain and grow Metro service. DON'T CUT!</p>
<p>My primary route #75 is never run with the right size bus many times in the AM I get passed up because the bus is full. Seems like there could be better route planning with the cuts the remaining routes will have more pressure. This is a total transportation set back. I'm not going to pay increased prices if I can't get on the bus.</p>
<p>If Metro needs better funding, let the city and county levy a tax on all providers of commercial parking, charging a tax per public parking space provided so that the cost of Metro be borne by those who insist on using their cars instead of forcing Metro riders back to car dependency.</p>
<p>Ask the people that are home owners or are paying a car registration to add more money to the budget for the greater good. That's how other states/cities do it, so why not here? If people want the service, they should be willing to pay for it. You find out how important it is when you give them that option. Paying more per ride would be a burden on those who can't afford it. But having good mass transit means a better city and planet, so have the people who have chosen to buy a home here commit to the greater good of their town with their wallets. I'm one of them, and I would do it!</p>
<p>MERCER ISLAND PARK AND RIDE: Provide windshield stickers for Mercer Island residents and reserve room in the Park and Ride for MI residents. I drive more frequently than I want to because I cannot park my car on Mercer Island.</p>

<p>While removing less frequented areas of the bus route may make sense for efficiency (since the bus serves less people there, you could almost get rid of those stops). But at the same time, when routes get canceled, the remaining buses have to pick up the same amount of people that are no longer being served by their original buses.</p> <p>These leads to traffic congestion (because you force certain people to use cars more) or overcrowded buses, meaning slower buses and more frequent stops. Either way, you'll attempt to serve the same number of riders but end up with overcrowded and slow buses.</p>
<p>What about the high school students? They do not have a choice.</p>
<p>I think the city and state need to find a way to stop cutting transportation for tax payers.</p>
<p>I am totally confused why we aren't upping the amount of service. Considering cuts, let alone cutting services, appears absurd. I'm refused entry for crowding routinely. Any politician who favors cuts will not receive a vote from me.</p>
<p>I don't care about electronic signs at bus stops. I'd rather see routes remain than upgrades to bus stops.</p>
<p>I do not think there should be any more cuts! The transit routes are pathetic enough, and are already very infrequent at nights and over the weekends. It is already so hard to get around. In fact, the transit route becomes a point of consideration when thinking about where to go especially at nights and over weekends because there may not be any way to get where I want to go.</p>
<p>I bought a house LOOKING at public trans routes. That has now been killed. Seattle is moving backwards as a city.</p>
<p>1. The 167 that runs from Renton to the University district in the morning and back the other one in the evening is being cut - Renton has one of the largest populations of cities in the greater Seattle area and many residents attend the University of Washington in Seattle. I do understand that this route isn't one of the most full/used according to your website but potentially you could reduce the number of trips instead of deleting the route all together?</p> <p>2. As a UW student, I have a husky card and pay the fee associated with it. I would not mind paying an extra \$5-10 a year or possibly more to keep routes the way they are. It would still be cheaper than owning a car.</p> <p>3. I've seen plenty of people be allowed on the bus without paying - is there a way to better guarantee that everyone that gets on the bus pays? May not take care of the deficit all the way, but would help.</p> <p>4. The 44, 32, and 31 that go from the U-district to the Wallingford and Fremont areas are already extremely crowded and sometimes drivers have to turn people away. I know the 31 is being deleted, but I hope that the amount the 32 is increased will be comparable to back when there was both the 31 and 32.</p>
<p>more bus stops</p>

<p>As regards changes/deletions (e.g. 47) on Capitol Hill, it is the densest part of Seattle, and probably, thus, King county. Housing is being built at a fast rate, and demand to live there is high. The service priorities should also take into account population density in general. Downtownseattle.com says this:</p> <ul style="list-style-type: none">· This area is home to the densest census tract in Seattle (47,475 residents per square mile).· Capitol Hill has the youngest population in Downtown, with a median female age of 34 and median male age of 36.· With nearly two-thirds of its population possessing an Associate's Degree or higher, Capitol Hill is among the most educated neighborhoods Downtown.· As is the case with many Downtown neighborhoods, Capitol Hill saw a decrease in retail oriented storefronts and an increase in service oriented businesses. Restaurants dominate openings in Capitol Hill with 21 more located there in 2012 than in 2007.· Capitol Hill is the only Downtown neighborhood where the largest share of street level addresses is for housing.
<p>Tax the wealthy! Tax those that drive, often the wealthy!</p>
<p>I work 3-11:30pm M-F. I live on the Renton, Maple Valley line and there is no bus line near my house. I could travel into Renton and use the park& ride but there are no spaces in the afternoon when I get there. Same for Link. If I could use the bus, I would have to leave my house @12:30 pm and would not get home until 1:30am. That would be 2 1/2 hours in the afternoon and 2 hours at night travel. I am not willing to spend 4 1/2 hours going to and from work every day. I will continue driving.</p>
<p>Metro Transit has made too many cuts already. What can we do to help increase funding?</p>
<p>As I mainly utilize the Route 48 over the past 2 years, I have seen it consistently plagued by traffic back-up due to the Montlake Bridge near Husky Stadium. I think this route could be modified by splitting it into 2 routes and alleviate much of the operating time (and delays) experienced. Having the Route 48 begin at Sunset Hill and terminate at 15th and 45th would allow it to maintain its presence as a direct channel from NW Seattle to a major transit nexus; having the remainder of the existing route begin at the Mt. Baker Transit Center and travel north to 42nd and 15th would allow SE Seattle residents a chance to get over Montlake and have several stops near a major medical center, 2 future Link Light Rail stations and numerous other transit options within the U-District to get elsewhere in the city & county. It would also help reduce the delays of the Route 48 line as-is today, which is necessary because it has a terrible reputation among students on campus and professionals who work in the U-District.</p>
<p>It would be nice to have more free parking in the UW area. This way people can drive and park instead of relying on the bus system.</p>
<p>Fund Metro with progressive taxes - not regressive fare hikes.</p>
<p>I have been suing Metro for a long time and am frustrated about the lack of support that is given to passengers who make suggestions concerning safety issues, esp. concerning the difficulties crossing streets to get to bus stops. This causes your users to lose faith in Metro! Also, it is not enough to post signs such as "No left turns except for Transit" or "Bus Lane" if the transit police does not reinforce this.</p>
<p>Keep stove on the 8 down near MLK Way</p>
<p>Probably the ridership on Route 25 is low because the bus was drastically rerouted for about a year due to construction throughout the neighborhood. It needs time and a reeducation effort to build the ridership from Laurelhurst back up. How can you write off a neighborhood and condemn it to what is essentially no bus service?</p>

<p>I think that most of these changes will disproportionately affect low-income people. I think that this is already shifting impacts from one community to another.</p>
<p>The last two priorities set Metro up to reduce convenience even further for people who already feel that buses are too inconvenient to use. If buses were more convenient, more people would likely use them giving Metro more fares and more support with which to work.</p> <p>The last few years of cuts and fare increases is making it hard to fight for Metro. I am, relatively speaking, a big public transit supporter but I have a real problem with the proposal of increased regressive taxes for those of us already struggling to pay bills just to keep Metro going in a way that already doesn't work well for me. I don't know of other solutions, but it certainly seems to be less of an issue for many other large cities. Why can't we learn from their models!?! </p>
<p>I'm lucky I live downtown and work near enough to walk if I need to (40 minutes). But relying on a bus will be a joke anywhere in the region if these cuts go through. I do not have a car but will seriously consider buying one, as I imagine many others will too. One rapid ride line doesn't help if it takes 3 transfers or miles of walking to get there. Even the unbearable traffic will be preferable to an hour+ travel time to get 5 miles in town, especially as you watch full busses pass you by. At least I would be warm & dry in my car. And I hate driving. Also up for consideration is a move out of the region altogether. Transportation is one of my top 3 priorities for choosing where to live and if becomes untenable here, moving is an option for me. For everyone else, they can look forward to long commutes and endless traffic.</p>
<p>See previous comments.</p>
<p>Keep the service to the UW at least during peak hours.</p>
<p>Raise prices.</p>
<p>At least keep the #72 for morning 6-8am and evening 3-6pm time frames.</p>
<p>You should not be reducing bus runs that are currently crowded during commuter hours. Maintaining sufficient commuter capacity is essential to maintaining ridership and reducing traffic congestion. It's better to reduce non-peak runs on a route than cut the whole route. I am in favor of getting more funding for buses through car tab fees and gas tax hikes.</p>
<p>If route reductions or eliminations must be made, I think that reductions should be made to each route in favor of not eliminating as many routes.</p>
<p>If you reduce service you should leave stops at transfer points to other buses. Routes I previously rode had stops removed right at transfer points to other buses I rode, while leaving multiple stops within 2 blocks on the route I transferred from. You need to keep connection points.</p>
<p>Thanks for all of the notice and planning to try and reduce the strain on changes to commuters' daily lives. I hope you do not have to do more reductions!</p>
<p>cutting service based on "target service level (based on community characteristics)" sets an arbitrary goal. Factors like percentage of low income level population and workplace connections do not reflect the needs of the increasingly numerous retirees, for example.</p> <p>A truly successful bus service system with satisfied citizens, as found in some european cities, is to maintain a solid network (no location more than 4-5 blocks) with frequent buses (ideally, 15-20 min intervals) all day and reasonable evening hours. Such a system will certainly lose money, but provide public good by reducing traffic and pollution, letting elderly drivers and young bar-hoppers avoid driving, etc so should be tax-subsidized.</p>
<p>Please consider keeping bus 71, 72, 73 (Don't move it to Roosevelt), or any vital routes serving UW area in general. We pay a lot through our Husky Card.</p>

<p>I don't think where I live right now will be impacted strongly by the cuts, but it will certainly impact where I decide to move in the future. I feel like the places that are cheaper (where I could afford to buy a house) will be strongly impacted and that makes me nervous. It is already difficult to get to the University from the Southern and Western parts of the city. I am concerned that it will get much worse.</p>
<p>205X route is the only direct and most efficient way to travel between Mercer Island and the University District. Making connections at the Mercer Island P&R is very time consuming for a trip that already takes approximately 1 hour or more.</p>
<p>Hello, staff, I am a UW student, and living near Northgate. I frequently use bus route 67 and 68. I received an email today saying that route 67 and 68 might be deleted from this september. My home is quite far from route 73 that you suggested as alternatives. Could you please re-consider on changing the bus schedule instead of just deleting both 67 and 68? It is even better to remain one route, either 67 or 68. No bus routes 67 and 68 will be quite inconvenient.</p>
<p>I will not ride Metro for commuting because of safety issues and reliability. Unless these issues are addressed I plan not to make use of Metro transportation services. Besides it takes much longer to get to work using Metro than drive even as a single vehicle occupant. My time is more valuable.</p>
<p>A key portion of the city and county planning for the growth of Seattle, has been to have public transportation in place to support the density that is currently being built. Without the planned public transportation in place, Seattle/King County will become even more clogged with traffic, have higher pollution levels, lose many parking places as people become forced to drive to their destinations more, and become generally inaccessible to those who cannot drive.</p>
<p>Good luck - I do appreciate that this is a very difficult task.</p>
<p>Cutting services hurts the economy. Expecially hurt will be businesses that were on bus lines that are eliminated or reduced, but all businesses will be hurt by the changes. Less buses means less customers.</p>
<p>eat the rich</p>
<p>As mentioned before, make sure corporations/businesses/government agencies are not getting reduced rates. Increase the fares slightly - maybe 50 cents to keep more busses running.</p>
<p>In today's world, we should be encouraging people to use public transportation more, not making it so inconvenient that people will choose to drive rather than taking a bus. Please find a way to improve the system and fund it so we don't have to keep doing this every 1-2 years.</p>
<p>It's important to remember that public transportation serves all of us: able-bodied, disabled, rich, poor, employed, students, unemployed, and all ages. And even for those who do not use public transit, other people's use of it decreases traffic and increases parking availability. If Seattle wants to claim status as a global, innovative, and solution-focused city, we must start with how we get from point A to point B.</p>
<p>GPS: Use this system to track efficiency and provide additional service for customers. Large Roads: While you would have many transfers, determine all the major roads and have a bus route that travels along it. Instead of going out to the far reaches for certain routes, individuals can use a series of routes to travel major routes. This will have to be combined with more busses to reduce wait time.</p>

<p>You added the "D" buses that service 15th Avenue Northwest. How about the 8th Avenue NW? Please do not remove route #28. If you replace the local #28 with route #28 Express, you should not limit the trips at night and on weekends.</p>
<p>The service cuts to West Seattle seem shockingly severe. The C route does not adequately handle the traffic that it needs to.</p>
<p>This wouldn't affect me directly very often, but I think eliminating Route 72 to Lake City would be a difficult blow to that neighborhood.</p>
<p>Revenue has declined along side the service. The bus service needs to cater to people that have other commuter options available, not simply those without a choice. Consistent scheduling would help since currently, the schedule is so poor that it is not reliable to use for a profession that requires timeliness.</p>
<p>when it comes to the metro route 71 I think that they could keep the route as is and remove the 76 and the 64 from the same route path for the most part and people would just use the 71. It covers more area and gets more people on the bus to downtown. Getting people to the bus tunnel is huge because you can go almost anywhere from there. I have already talked with 40+ of my fellow riders and we are looking at other options to get too and from work that dont include metro if the 71 route is cut. That is just one route that you would lose money on... I know we are not the only ones looking for options.</p>
<p>The buses that I ride now as almost always full during commuter times and would most likely be even more crowded and also the roads will be more congested. My commute time to and from work would most likely increase if there proposed cuts go into effect.</p>
<p>Please look at your administrative costs as well before these drastic cuts are made.</p>
<p>I'd rather see my property taxes increase than have the bussing system in Seattle diminished. The roads are bad enough, and the pollution levels will only rise if we encourage people to drive instead of using public transit. Overcrowded, slow, infrequent, and high fare busses are not a way to encourage people to use public transit.</p>
<p>There are areas that are about a mile's walk from the nearest bus stop in this proposal. One of the things that makes bus travel a reasonable life choice si that ability to get access to routes outside the normal commute times. This cuts many evening runs that make that choice a viable alternative. It is a problem keeping a job if you can never work late.</p>
<p>Tell Sound Transit to stick to the trains, and let Metro handle the bus service. Get them to help y'all out financially, they took a good portion of our tax money for the same reason, and it doesn't appear they have been very frugal with it.</p>
<p>I would like to see a survey for those who don't use transit. Why not?</p>
<p>I live close to the Bellevue College campus, and I know there are a lot of students who depend on Metro bus service. I have a son in high school who also depends on Metro bus service near the Bellevue College Campus. In support of all of those students who ride Metro, I would like to see the buses continue to run through the campus.</p>
<p>However, some of the cuts you have proposed have cut lines in our ethnic neighborhoods, which also house a huge elderly population. Routes 27, 7, 9x, 14, and 60 all have multi-ethnic neighborhoods and large elderly populations going through them. These cuts hurt these populations.</p>
<p>Thank you for making this survey; I only hope that you will be able to see the grave impact such deep Metro cuts will have, and be able to convince the Council that there must be other options so we may reallocate our resources to serve the community.</p>

<p>I cant believe we would even remotely tolerate any further cuts.</p>
<p>Removing Bellevue College route from 245 greatly impacts the students as well as the college. There is a much longer, dark, unsafe distance to access the bus at street level rather than the very well lit enclosed, heated bus stop enclosure on Campus. Fewer people would use your resource which would again greatly impact your revenue; Defeating the whole purpose of the change in the first place. (cutting routes to save money.) This looks like a lose, lose situation for everyone.</p>
<p>I'd like to comment specifically on the deletion of the Bellevue College stop on the 271 and 245 lines. These lines are used extensively by college students and this would force them to walk to the nearest stops under unsafe conditions. Many students use this stop so I find it very difficult to believe that it will save a significant amount of money cutting out this stop. I'm guessing that the assumption made was that students can walk to 148th st. I know that many students that use the bus now would find other ways to get to campus (like driving) instead of make the walk to 148th. If these were my usual line, I would stop using them for this reason. The stop adds maybe 3-4 minutes to the bus line, so why would you propose cutting it. Thanks.</p>
<p>I continue to feel that alternative transportation mode programs get cut - while we need to figure out a way to get more drivers off the road. If we were not digging a tunnel (well, we are not digging a tunnel - the \$80 billion dollar piece of equipment simply re-routes my biking to work path - perhaps there would be more money to fund buses and bike routes, etc. Why is it that the alternative modes get cut and not for all of the single drivers in this city. I think you guys are great. I love the bus and the Lightrail but I use the service less and less because it takes forever. Good luck</p>
<p>Just keep the things the way they are and add more buses to the time frame when routs already have too many people on them.</p>
<p>While I understand the need for the changes, I do think that they will make my life more difficult and it may be time for me to buy a car. The fact that I've lived in Seattle for 35 years and not felt that I needed to buy a car has made many things possible for me - travel - buying a home. I think that it is very sad that this will not be available for other people to gently ease their way into the American economy. While I would never consider driving to work, there are many things that I've missed out on and perhaps this is the time to reconsider what that has meant to me. This is a very sad day for the Seattle Metropolitan area.</p>
<p>make routes more direct. no more transfers. fix renton mess, get rid of 140! get rid of 106! talking about major duplication in service. No one takes those to burien or Seattle. connect 140 with 105. Loop 106 around Skyway without going south to Renton. Extend 9X to renton via Rainier ave and north down to South lake Union. Redesign or close S retnon P&R. or get rid of the Renton TC. Both are too close to each other and buses have to go in circles to reach both. connct north south and east west lines into a one route so buses don't have to stop at each of these dysfunctional places. i.e. 240-169 as one route, 140-105 as one route. have more routes serving social and regional services and not walmarts and fred meyer parking lots. more service is needed for Valley Medical Center, Renton City Hall, Old renton city hall and library, renton community center and renton aquatic center, renton technical college, renton Group Health, renton housing authority... not another bus to ross or target store. 140 is not in demand as it is... not many people need to travel between box stores of southcenter and the same box stores of renton. and the serice between burien and renton is already duplicated. 106 also serves no use for Seattle commuters because it takes too long and there are a much faster alternatives like 101,102,143, 167.</p>

<p>I really hope you do not cut out the 66 express route, but if you need to make cuts please address the issue of having too many riders on the 41. It's not safe or comfortable to get on a bus that is packed/jammed full.</p>
<p>The buses are already full as they are. On the 70-74 series there are people standing for the entire length of the bus on almost every trip. Please don't make any cuts!</p>
<p>reducing service on 179</p>
<p>Like I said in answering another question, we should be using busses more, not less. And I know that the cuts aren't Metro's fault.</p>
<p>If you are going to cut some routes to and from Federal Way entirely, you must expand others. As I've mentioned, existing routes are already always full or standing room only during commute times. These changes will only make this worse, and significantly so.</p>
<p>I agree that it is important to use equity guidelines in evaluating services. While I will be inconvenienced, I can afford to adapt -- not everyone has that luxury. Be sure to take care of the poor and disabled, the children, and the elderly who have fewer alternatives! But mainly I want the message spread far and wide that we need good transit throughout the area every day. More people, fewer cars, better transit.</p>
<p>please add plug ins and better internet service on the rapid rides.</p>
<p>Please see the comments I made earlier in this survey about ohw the proposed cuts will affect me.</p>
<p>be mindful about impacts to the community when cutting DART... it is not just about the money!</p>
<p>bus drivers and metro workers all need to ride metro every day. no exceptiosn.</p>
<p>As you cut or revise routes, please, please remember that even more people will start using transit centers like Northgate! There will be even more people pushing to get on the #41 bus, which is already performing at too few trips northbound between 3:30pm and 5pm. This situation is very likely going to get even worse than it already is. Please add more trips on the 41 bus route at peak times.</p>
<p>Keeping the route 348 as is will bring in more money for King County Metro transit. If you want to get rid of routes may I suggest getting rid of routes with very, very low ridership.</p>
<p>I think that before cuts are made we need to project how cuts today can/will impact the community in years to come. When I studied economics many years ago, we used to engage in projecting how one change in a certain area would impact another. I would like to think that such an activity took place when proposed decisions were made. Public transportation is a vital public service and as such greater efforts should be made to protect it.</p>
<p>I fear that you will stop the neighborhood buses that take people to shopping and activities that make life pleasant in urban settings. I'm afraid that the service guidelines will promote busing people through neighborhoods like First Hill where I live and stop them at the bus tunnel or other spots for transfers.</p>

<p>I think I (undreadale) how I and many others feel about your horrible ideas about Rt. 21 especially. Why change a great route? Very well used. Why the 'C' Line Bus can't do more stops is ridiculous - especially as it comes at 30th & Roxbury. Each day I'm there waiting for my beloved #21 (to me less service in ...) the 'C' Line to wait for straight, but can't pick me up, how foolish is that!! I said it is only 8 to 10 minutes shorter to downtown then 21 & often for town is so full you can't get a seat. C Bus seats are dreadful & poorly arranged. I don't drive and never did & rely on bus across from my house by Roxbhill school & for my daily trips. Why not just raise fares again?</p>
<p>Seniors will be affected the most! These changes will isolate us - many do not drive or are able to ride bicycles!! - Nor can every senior walk 4-5 blocks - Seniors do attend events that require transportation. After 9 p.m. (cabs are expensive) - Isolation heads to depression -> Illness increased -> Increased medical & ER & Ambulance Service - Seniors waiting @ transfer sites becomes targets for crime seeker. - Many senior desire their independence - Lack of bus's will prevent independence!! - Note Stealth high School has concerts in the evening including the symphony. Attendance will be prevented due to lack of transportation. - Business will also be affected by decrease public transportation!</p>
<p>Could you cut a couple of the 211 runs and leave a couple of them?</p>
<p>The 22 is now a shuttle to White Center Arbour Heights & Gatewood & West Seattle Have longer hours of this bus line after peak hours It now runs on the hour Have it run during the day every two hours This bus picks up students at (not readable) Sealh School Raise daily fares A sales tax on gas going through testing your car bike tax</p>
<p>I honestly believe policymakers need to prioritize in order to help Metro thrive. We need more funding allocated here</p>
<p>You guys are just useless.</p>
<p>While for most routes there are "rider alternatives" many of which take more time then the previous option. there is also the problem of busses reaching maximum capacity (some of my routes -- 71-72-73-72 already do during normal service) resulting in service denial and crowded busses. There are a lot of people in King County that rely on this service and there needs to be a better solution then cutting service.</p>

<p>I live on Eastlake Ave E which is used as a bus corridor by express buses but under-served by those same routes during daytime hours. In the evening buses are packed beyond capacity with commuters, students and shoppers to the point where people waiting at stops are routinely left there and those aboard the bus are put at risk. Cutting of service might be inevitable without adequate funding, streamlining services might be advisable in any case but further limiting service to Eastlake without alleviating any of the transit burden on our neighborhood where Express buses already do not stop during the day, where Metro seems to run many of it's oldest and noisiest vehicles, where the heavy bus traffic has damaged the surface of the street, only adds insult to injury. Microhousing developments which provide little or no parking while greatly expanding the number of residents in the area are shooting up in Eastlake right now either under the zoning radar, in variance or with the a nod, a wink and possibly a bribe to the City. In this willfully delusional civic vision, these single room occupants will all ride bicycles. In reality, many of them will drive cars but with the premium their housing will place on parking in the neighborhood most of them will choose to take the bus... only now there won't be as many buses to take. Housing might not be Metro's fief but it has to be taken into account when planning for transit.</p>
<p>Impose congestion tax for Downtown Seattle drivers to fund Metro and in turn reward the people who use transit to get to work. http://en.wikipedia.org/wiki/London_congestion_charge</p>
<p>Do your job and find the funding!</p>
<p>The Issaquah and Sammamish areas have had tremendous growth in the last 10 years. I have ridden the bus for 15 years to and from work. During those years the amount of bus riders has increased 100 fold due to the population growth in the area yet the bus service has been less than adequate. Route 214 is standing room only everytime I ride. Sound Transit 554 has supplemental service, but in the past 5 years, it is also standing room only everytime I ride to and from work. Sound Transit did secure funding to give Issaquah and the Highlands new multiple level parking, those lots are full each day. Why is it then that the 214 is being considered for changes in service? The only change should be to increase the number of buses for that route. Thank you.</p>
<p>The citizens can not continue to be the ones that endure these costs, the city of Seattle is now proposing enormous increases for the utilities services You have to come up with funding from the developers who are replacing single family units and putting more people throughout the city. If you don't want more cars competing on the road with buses, get your act together and come up with better ideas, don ' t take the easy way out and say we will get the money from YOU</p>

<p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p> <p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p> <p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p> <p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p> <p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p> <p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p> <p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p> <p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p> <p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p>
<p>People plan their days based on current bus schedules. I hope that schedules can be kept as close to present ones as possible, so that people's plans can continue as they now are. For example, I often take a #14 bus to an appointment that is not downtown. I don't want to have to change the time of my appointments.</p> <p>I do understand METRO's problem, and I wish you the best.</p>
<p>Please help make Seattle a world class city not just for the very wealthy.</p>
<p>These cuts are a disgrace to the city. How can a rich city like this not provide adequate public transportation - especially while we are constantly being told how green we are and how we don't need a car. None of this makes sense. My neighborhood will be utterly decimated by these cuts. Do not eliminate the #27 AND the #4!</p>
<p>My daughter rides Access regularly. She is disabled and relies on Access to get her to work and to and from doctor appointments. Any change in Access service would GREATLY impact her quality of life. Please do not change Access as it impacts our most vulnerable citizens.</p>
<p>I would like to further comment on the reactionary nature of these cuts, given the growth projections for Seattle. We should be expanding our system to accommodate the additional people moving to our beautiful city, not decreasing service and sending a message that we are unable to adapt and grow to provide the resources necessary to have a healthy and happy life in the city.</p> <p>How can we be proactive in balancing Metro's needs with the available budget?</p>

<p>Well first of all you're cutting the 72 but leaving the 10. okay, WHEN THE HELL HAS THE 10 EVER BEEN FULL i mean be honest, WHEN? and the 72 is full from downtown all the way to Ravenna, let me tell you that. and second, the d line is being reduced but the 15 is not changing. THE 15 COMES ONCE A FUCKING DAY like i live in ballard i NEVER see the 15 what the hell you might as well cut the 17 too come on. and what the hell is the a line i mean is that even seattle why are you leaving a bus that no one knows about (i.e the 10 and the 74EX and 601EX WHAT THE HELL IS THAT THERE IS NO BUS PAST 500 THAT SERVES SEATTLE LOCALLY SO WHERE THE HELL DID THE 601 COME OUT OF?????????) and then you're cutting the 21, first of all you already fucked up the 22 route what the hell are you trying to do it's the only bus that serves that specific part of West Seattle i mean the 128 BARLEY comes and you're just giving the d line (WHICH YOU ARE NOW REDUCING) all the funds. WOW metro. and the 55 wouldn't be reduced if you would give it more times to come BUT the 15 gets to stay although it NEVER comes. and why don't you leave buses like the 36 and the 7 alone i mean it's the only one of the buses that comes that often and i don't think people want to wait an hour for a bus because of some 89 minute delay (yes that has happened before) and why the hell is the 26 being cut but not the 75, clearly NO ONE rides the 75, i'm probably the only person that does let's be honest like that bus goes NO WHERE important and neither does the 101 if all the tunnel buses go to renton i mean let's be honest. AND ALSO the 22 once again you already fucked it up why not just get it back to its old route when it used to go from downtown to alaska junction? AND THE 16 COMES PRETTY FUCKING OFTEN AND IT IS IMPORTANT I'LL HAVE YOU KNOW Northgate is NOT easy to get to alright and the what the fuck just delete the 14 it goes a block up from where it starts how irrelevant? and the 4 IS THE SHIT OKAY don't delete the 4 but keep the 3 like that's fucked up okay i work a lot of places in seattle and i really don't want to have to pay 50 bucks for the freaking bus just to get from McDonald to my apartment in beltown the struggle is REAL okay. so if you're going to cut ANY buses, cut these: 15, 140, 101, 10, 74, 98(A STREET CAR? REALLY? how many buses already go to southlake and you want to keep a street car?), ALL THE DART BUSES, the a line, the b line, 180, 33, 1, 14, 29, 67, 57, 25, 19, 26EX, 28EX, 193, 208. SO DISRESPECTFUL METRO TRANSIT</p>
<p>I'm a child of the 1960s; frankly, I think Metro's mind is already made up (and has been for a long time) about the cuts it will make and that this survey and all the outreach meetings it's having are pure window dressing. I'm also cynical enough to think that Metro is "crying wolf."</p>
<p>We're one of the wealthiest cities in the US at this time. We have fantastic philanthropic organizations and amazing companies. The fact that we aren't funding transit is a disgrace. I believe the public will support revenue increases.</p>
<p>Raise licensing fees on cars based on car value. This puts the "tax" where it belongs, on those who can afford it.</p>
<p>Hard choices...good luck.</p>
<p>I appreciate and salute the efforts to maintain social equity for those without financial resources to absorb fare increases. If this region cannot find the support to have an effective, efficient, and robust transit system that serves everyone, then I will have a hard time being supportive of any road/highway expansion efforts. If we can't afford transit, then we really can't afford more roads and if that slows economic growth, so be it. We want to be a "big time" metropolitan area - it is time to grow up and act on the measures to support that view.</p>
<p>If cuts must be made, the fewest cuts should be made in areas where people have lower incomes, and/or where more disabled people live, because they can least afford alternatives.</p>
<p>Cut commuter routes first- then leglitsratere would act sooner. People HATE traffic.</p>

<p>Please continue serving Laurelhurst with the 25. I realize it doesn't have the highest ridership, but some people depend on it. Maybe consider re-routing it completely, through a higher traffic area (like Capitol Hill, for instance) but continuing to serve the Laurelhurst loop?</p>
<p>You should cut out the u district portion of the 271 not the eastside portion. They have plenty of other routes. We do not. Also, the 927 is something I ride daily. How do you propose I get to and from work and school without it? Cut that freebie "200" route instead.</p>
<p>Perhaps raising fares a small amount would reduce the number of cuts you have to make. Find another way to get more funding and don't give up. Explain to the legislators the importance of public transportation.</p>
<p>Provide more information about details of labor contracts.</p>
<p>If one views Metro as a circulatory system, the present service-cut priorities basically cut away all the capillaries of its body and leave only major arteries. Without its capillary lines, Metro is going to experience a huge loss in trust and respect -- people have built their lives and homes around Metro's service lines on Metro's own widely advertised selling point that reducing the use of cars makes sense environmentally.</p> <p>Anyone with a car already has access to the city's major arterials -- the point of Metro is to link the whole city, north-south and especially east-west, outlying areas and downtown, city and airport. Without continuation of our present system students, seniors, the handicapped, night workers and others in outlying areas -- not to mention the thousands of people who need Metro to get to work daily -- will be left with drastically, even dangerously insufficient service, and small neighborhood business centers will be starved of customers.</p> <p>I am amazed that rather than protesting the proposed cuts and assisting its riders to contact their district representatives, Metro itself is instead asking riders to suggest further cuts!</p> <p>Finally, to actually make the proposed cuts now -- during what we can see is obvious climate breakdown -- will only add to carbon dioxide pollution from cars and other vehicles, speeding further profoundly dangerous climate change -- and that is unconscionable.</p>
<p>With adding the RapidRide bus line to traverse Aurora, this will cut back on the number of 358 buses that run. I cannot tell you how frustrating it is to wait for the few buses that go somewhat near my home and see multiple 358 buses downtown. Basically, I have clearly expressed frustration throughout this survey, you need to STOP CUTTING SERVICE to the Magnolia neighborhood. I, and many other riders that DEPEND HEAVILY on your services, and pay for them, are getting screwed over and being forced to deal with further walking to get to bus stops, fewer bus options being provided, more overcrowded buses, and bus service that completely stops before people still need the bus to get home or to work. These continued changes are making more and more frustrated to use your service, and I am in a position of needing your service. As frustrated I am, I am fully aware that you know you are screwing people over, but that does not make it right, and I demand change.</p>
<p>The 311 route is a commuter route express only. Why would you take away that route. There is no other route that is express that travels I405 that can be taken. 522 or 312 take Hwy 522 and take longer and are just as crowded on a daily basis. I switched back to the 311 as the time on the bus is shorter. I would hate to see any routes cut from this schedule as options are not worth while. The more you cut the more traffic on the road. Consolidate duplicates I get, but then add more buses to the main route</p>

<p>Just when a Metro driver is getting good at driving a route so that they can arrive at stops on time the driver is moved to a different route. Metro managers should ride buses at peak times and experience the thrill of being crammed on a bus full of angry, standing, cursing riders. Metro should invest in quality buses instead of the cheap dollar store variety of the newer buses that parts fall off of.</p>
<p>There are limited options for North Seattle residents getting into Bellevue. The 243 is a popular bus route there is always limited seating. I think that this is a route that should be retained.</p>
<p>Raise taxes to pay for mass transit, it benefits everyone and the environment. I can't believe our elected officials have let it come to this.</p>
<p>Not up for the proposal if it changes bus schedules and cancels the routes people use on a day to day basis...it should never have to change unless if you are in dire straits, or in desperate need to cancel it.</p>
<p>5 Express: If the route is extended to Shoreline CC to replace the 355, please consider limited stops between 65th St and 85th St stopping perhaps every 10 blocks or so. 16-26: Consider combining these routes by having Route 16 operate current route to 56th St then to Latona to cover that portion of the 26. Passengers south of 56th St could walk to I-5 and NE 45th St and take Sound Transit service Route 512. The 26 Express could operate peak-hour service only. 301-416: Consider working with Community Transit to combine these two peak hour routes.</p>
<p>Run less buses during the slow times. Don't eliminate the route, just reduce it from every 30min to every hr.</p>
<p>I think the people making these service cuts and changes should all have to ride the buses every day for several years and see how they like it. Further, I think all the elected officials who refuse to free up money to fund transit should also have to spend their lives without personal automobiles. They should see how they like it when their bus stops get removed. They should see how it affects their lives when their bus routes are disrupted, cut, removed, or so crowded there is nowhere to sit with bags of groceries. I think there's a serious disconnect between the people making these decisions and the people riding the buses. Frankly, it's backward and shameful.</p>
<p>Reduce/eliminate pensions & reduce overhead</p>
<p>Let's keep the current routes. We already paid a Metro increase and a vehicle tax. Let's try something new like a bike tax. Start registering bikes and make them pay their fair share.</p>
<p>It will be really difficult for me if route 250 is taken off. It is my only means to get to work and back home. If this service is cut it will take me a lot longer to get home and also increase my walking time to almost 25 minutes each side. I have no other way to get to work, I would really appreciate if the route is continued and not cut off altogether.</p>

<p>I would highly consider reviewing all the feedback from riders calling into the help line to request information and to provide comments/complaints. Unfortunately it does not seem that transit has ever addressed any of the current routes based on such direct user feedback, but has instead made pretty reports outlining future wish lists that don't even address the current deficiencies. For example, MT8 even has it's own Yelp review http://www.yelp.com/biz/seattle-metro-route-8-seattle and as someone who has the extremely discouraging experience of spending years trying to reach properly channels for change in Sound Transit, I can say they do not care, are not professional enough to be strategic, or something else. It is very discouraging. As someone who works with local government, thoroughly understands public policy and develops specific civic engagement campaigns, I hope you will re-evaluate your approach and target the large companies who need to be paying their share to improve the whole system, not the individual citizens who have been long dismissed. Good luck!</p>
<p>I suspect a flat \$60 fee on registration will stop many people from supporting the proposal. A sliding scale, based on the age or value of the car might help.</p>
<p>Completely unfair to charge annual vehicle fee to support the bus system. In addition to the proposal being considered for a mileage tax for those who drive. What benchmarking has been done in succesful cities running a large transit system? Why not seek out a company like Microsoft who is operating a bus system in our own backyard to help subsidize?</p>
<p>If you end up making cuts and deletions for buses into the Issaquah P & R; then don't also make it a test ground for permit parking. Why hit the same people with all the hardships??</p>
<p>But i manage an office with many workers expressing dismay at figuring out how they will effectively get to work in the future if these cuts go through. I fear potential loss of staff due to it.</p>
<p>In some cases, I beleive that the routes chosen are based upon the impact to the public rather than on science. Cutting heavily used routes causes concerns to be raised by the impacted public which is used to get the increases sought. It is easier for managers to emply this approach rather than to analyze and make sound business decisions. It is very tough to get fired or to have your pay reduced in the public sector for poor performance. Everyone knows it, so why do work.</p>
<p>With an eye toward cost savings, are there any parts of Metro that might be helped with volunteers?</p>
<p>I support a possible \$60 annual vehicle fee and sales tax increase although I wouldn't like it much. But it's the lesser of two evils. Reducing access to mass transit is unacceptable and sheer stupidity. Long term consequences for the region are scary to contemplate.</p>
<p>I urge the King County Council to take whatever steps necessary to prevent Metro service cuts. I understand the challenges surrounding funding for Metro. I strongly believe that drivers should have to pay at least part of the social costs of driving a car, especially in a densely populated urban area, and that some or all of this revenue should help to fund the socially desirable activity of riding the bus. I also believe that making it harder for people in general to ride the bus, especially because those who depend on the bus are the most in need of social support, would be a true injustice.</p>
<p>PLEASE DO NOT ADD MORE TO CAR TABS. WHY NOT HAVE BIKE TABS TO HELP ON THE RODES?? HAVE BIKE INSURANCE FOR ACCIDENTS THEY CREATE??? WHY IS IT TAXES IS THE ONLY SOLUTION. REDUCE STAFF AND LIVE WITHIN YOUR MEANS!!!</p>

<p>Again, quit spending my tax dollars irresponsibly! And then having the gall to come back and ask for more! If you were a private company I would kick your butt to the curb! FIGURE IT OUT!</p>
<p>I have to study this a bit more to be able to do that but in either case it looks like we will get more expensive service, cuts in the service and/or having to pay more for the car one way or another = more out of our pockets one way or another.</p>
<p>it is okay to cut services. Adjustments are a fact of life.</p>
<p>We have invested heavily in a comprehensive bus system. This will undo those efforts and waste our investment. The lack of funding is being forced on us by legislators who choose to provide tax cuts to their financial backers than provide necessary services to the people. The fact that Metro is legally forbidden from lobbying legislators puts Metro at a significant disadvantage when trying to get funds since it is not allowed to buy the favor of politicians like private entities can.</p>
<p>I think there are ways to allow those who are willing to pay more for their fare for commuting purposes without raising fares for everyone.</p>
<p>I already did that on the previous questionnaire.</p>
<p>everyone has the right to ride the bus. it should be available at lease every half hour and every 2-3 blocks. I understand not stopping every other block. I also understand not duplicating yet. 3 buses in one area are made into 2. that is going to be some heavy bus congestion to downtown and the UW></p>
<p>I would like to see funding increased to help maintain the current level of metro service. See Dow Constantine's latest proposal for funding.</p>
<p>Look at reducing the discount given to business. Distance equals more cost to run the service. Those who have shorter rides should not suffer loss of service dis appropriately because you want to attract those people as rider who live further from downtown. We need to pay the cost of the service provided. Maybe I got it wrong but it seems like the routes closer to downtown are getting more of the service cuts. Also it seems that those who live in the Seattle city limits depend on the bus service more then those on the Eastside in their daily lives.</p>
<p>Fix the schedules. Right now the only time you can count on is the first few stops on a trip after that all bets are off. And if you have to transfer you will be waiting more time at each transfer.</p>
<p>Request continued use of route 47 to service the western slope of Capitol Hill.</p>
<p>I would increase taxes on corporations and developers. I would institute a King County income tax that taxes wealthier people more than working people. I would raise the cost of the bus fares before I would cut service. People rely on the service. Cutting routes will increase traffic, which is already a nightmare; and increase pollution, which is not good for the planet. You should be INCREASING service, not decreasing it. Thank you.</p>
<p>Nothing more to say, do what you please.</p>
<p>Do it. Make it happen.</p>
<p>Yes, make cuts, we all need to do this from time-to-time. Instead of cutting services, try cutting salaries and pensions. Make sure there is enough parking so people don't have to ride the bus!</p>

<p>keep the 250 and increase the route hrs and i won't need to look for unavailable parking at the park-n-rides. There are well over a dozen apartments and condo complexes within 3 or 4 blocks where i live yet if you don't have a 9-5 job you can't get home at night. I suspect that the only reason that more people don't take the 250 is for that reason. I would take it every day if it had more available hours. You need to provide more parking at the park-n-rides the lack of parking is going to make it impossible for me to even take the bus within a short time these changes will probably cause that to happen.Or longer term the tolling on I-90 will. Parking Parking Parking.</p>
<p>Minimize impacts - Run smaller, cheaper, more nimble buses. Eliminate articulated buses if they are not full enough. They are slow and contribute to congestion. Enforce payment on Rapid Ride (C & D). Many riders just get on through the exit doors and do not pay, because the Rapid Ride buses have additional exit doors. This costs Metro money.</p>
<p>I would rather pay a much higher bus fare rather than have to put up with reductions in service. The inconvenience that the changes will cause me will force me to use my car much more often.</p>
<p>I understand that Metro has put a lot of thought into how to make the reductions in service as equitable as possible. I think they have done a good job. The issue is funding - it should not be reduced. Council needs to find a better long term solution to the transportation budget than continued reduction in funding.</p>
<p>My concern is that students (especially those from UW) will not be able to travel across the city in order to get to and from work, which would ultimately lead into unemployment. Routes such as the 67 are convenient because not only does it have a stop near the university but its route takes student to the market and home without wasting time.</p>
<p>I'm very concerned that UW students are putting more money into the bus system through U-Passes than if each student was buying single tickets, and that several of the routes that are being cut or highly reduced are high use for students (some personal examples are 66, 67, and 73). If we students are putting more money into the system, proportionately, than other populations, why are our routes being cut? This seems unreasonable. Every student I have talked to would be willing to pay \$5-\$10 more on the U-Pass in order to avoid having these routes cut or reduced to the point they are now. Additionally, when students are inconvenienced to the magnitude they will be with these cuts, UW becomes a less desirable place to live. This negatively impacts landowners in Seattle and also decrease the amount of money that comes in, through tuition or otherwise, to the area through the students. Inconveniencing them in this way decrease the revenue one can generate through students while they are students, and also encourages them to move away from Seattle upon graduating, so they will spend even less money in Seattle, decreasing revenue long-term. I think the state needs to acknowledge the huge impact these route cuts will have on the economy in the greater Seattle area and provide at least more partial coverage so that these drastic cuts can be modified into something more reasonable. Cuts of this magnitude are unsustainable, since they do not meet demand, and will have a long-term negative rippling effect.</p>
<p>I know this probably doesn't help much, but routes that go east-west are needed. My main complaint is that there shouldn't be any cuts to routes and I don't have suggestions on how the cuts should be made. I will explore other ways of trying to get funding to maintain these routes though.</p>

<p>I think that better coordination of service along the Pierce-King border is necessary to streamline service and provide more economical service. For example, RR "A" should be extended south, to at least the old South Federal way P&R, where PT can truncate their routes to save money. This would also provide more and better service to that end of Hwy 99 which lacks decent bus service. It would also be nice to see some funding found from other partners to extend the RR "A" to Tacoma. I think this is an important transit corridor that is under developed due to financial constraints. Also the PT route 62 and 182 should be combined into one service, and have that work off a model similar to the 497 route in auburn which is jointly funded. There is no need to have these two duplicative routes. In addition, its east side, instead of going up Pacific Highway, could use Meridian to Wild Waves than cut over and take over the northerly portion of PT's 501 route which has very limited service to better serve ACS and the college (not to mention Weyerhaeuser, and the various apartment complex's in the area).</p>
<p>I'm thoroughly disappointed with the management, the decision makers at Metro. If even a single one of these people utilized the bus system to make it to work (and everywhere else that they go--like me) you would notice a different approach with regard to how to lower your costs. Would you like to know how I, a citizen, think you can probably lower your costs in a more effective way? Dismiss a very significant portion of the administrative department at Metro. Sack a few of those in charge, and, in their place, bring on board some fresh minds (with a little accounting background). Getting rid of the Ride Free Zone wasn't enough? Now you want to force everyone who isn't rich to move out of Seattle?</p>
<p>Add a network of public bike rental for outreach areas, maybe? Need to think of some lower-cost and workable combinations.</p>
<p>Consider a smaller bus on Rt 61 running less frequently. Maybe eliminate some stops as they seem close together and easily walkable. There must be alternatives even if they are less frequent runs. There must be service in non-rush hour times.</p>
<p>Good luck is the best I can offer. It's a tough situation, to say the least. Just remember that Metro is not the bad guys. We need you! Thanks for your work!</p>
<p>Consolidate routes and retain coverage to even low ridership routes .Central cities have too many routes close to each other.Outer area where RAPID is available shorten line Not all routes need to go downtown.</p>
<p>So the state legislature is going to force cuts on Seattle, even though we're willing to pay more to maintain or expand mass transit? Damn Republicans!</p>
<p>See suggestions already given; no cuts to routes that include state funded schools, medical facilities or public service agencies.</p>
<p>Don't mind if all proposed changes take effect other than the 240 and 241 routes ending services earlier.</p>
<p>"The guidelines balance the goals of productivity, social equity, and providing service countywide." The only relevant guideline of these three is productivity. The other two are major contributors to your current fiscal problems. Your goal should be to become a self-sufficient business entity - you are not a social service agency.</p>
<p>If the cuts go through, please maintain/invest more in OneBusAway, because it will be even more important to know when the bus is coming.</p>

<p>Reducing the service to a Community College is not acceptable. Many students choose colleges based on accessibility by transit services. They have limited resources and transit makes it possible for them to get back and forth to school on a limited budget.</p>
<p>It seems these service guidelines are set up appropriately. Obviously, I think there should be funding to properly support public transportation and it shouldn't be attached to sales taxes.</p>
<p>When you have routes that are between city boundaries it important to keep bus routes that connect both side to each other without having to wak for miles to catch the closest one. Two bridges, 10 blocks and hills keep me from getting to Pack HWY, however because i'm in unincorporated des moines i can walk 3 full blocks towards des moines and catch a quick, consistent bus and if i walk for 15 minutes more I can catch the bus that takes me directly to a bus that will take me to downtown in a faster manner than any bus or A line i can catch on Pack HWY. Time is money and when you are just standing still waiting for a bus that is now going to come less frequently, you not only loose money but you also loose the value of something else you could be doing to enhance your life.</p>
<p>Elected officials need to get off their butts and come up with something before June. Maybe they should go out and ride some of these buses to see what it is like now and get a feel for the problems that these changes are going to create.</p>
<p>Discontinue routes 226 and 245 today. Slash all the others and de-fund your sister agencies. There is a tiny chance a single, regulated monopoly could do a better job than you but it'll never be given the chance.</p>
<p>I don't care if frequency is reduced. Important to me is late night & weekend service & reliability. In the past 10 years I have seen more & more no shows mid day & weekends.</p>
<p>Transfers between routes are the most time consuming and unpredictable parts of my commute. Commuting by bus takes at least twice, and up to three times, as long as commuting by car on my regular route. While I can tolerate the deletion of several less commonly used routes (by myself and others), I would like to see the service frequency of major routes be improved, or at least maintained, to keep my travel times at a reasonable level.</p>
<p>Okay, have the 107 to take MLK route downtown instead of the 106. The new proposal route the 107 is going the same route as the 106 now, so why change the 106. The 107 goes and turn around back to Renton so have it take the MLK route to downtown.</p>
<p>I think that when/if the cuts hit, there will be thousands of people whose employment will be affected. Personally, I will need to quit my job and find one closer by. Could some analysis of areas such as downtown Seattle and downtown Bellevue be done? I would be interested to find out what proportion of people working in those areas will need to alter their employment due to the cuts. Most people that I know that work in those areas use public transport to get in, since parking sucks up \$300/month.</p>

<p>Move all the Renton buses to Main Ave S. Renton city hall and municipal courts in it are underserved by transit. Renton residents coming from the north side of the city can't even get to it without crazy loops and transfers. The Renton Community Center, the Renton Aquatic center, the old city hall/library complex need bus service much more than Super Walmart, McLendon's Home Improvement, and endless drive throughs on Rainier Ave. Also, S Renton PR and Renton TC, have exact same buses serving them. Why buses have to go so much off course and idle in traffic lights to stop at both?! This is a total waste. They are so close, but to travel between them, buses make a long detour through Rainier Ave S. Many buses like 167, 169, 101, 107/148, and especially 140 that runs every 5 minutes empty, do not need to stop at both transit hubs that are so close to each other. You are better off connecting routes that terminate in Downtown Renton together and letting that paired route to stop at only one hub. And move buses to Main Ave corridor. There are so many regional and social services over there.</p> <p>101 should make a loop instead of current routing... east on SR 900 to Main, south on Main/Grady way to Renton PR, then to 7th and Rainier. reconfigure that outdated PR so northbound buses go to 7th and not back south to Grady Way... and no one takes 106 from Renton to Seattle, it's too long and duplicates faster routes... delete 106 in Renton at least. and pair up 140 with 105 as one route. I am sure riders from Burien and Tukwila need to travel to Renton Technical college way more than to another Ross or marshals at Renton Landing. Pair up 240 and 169... All of these suggestions should save you a lot of bucks and bring more efficiency for riders.</p>
<p>Consider keeping Route 913 during peak hours with the Sounder Train schedule. Can a Ride-Share program be used to/from Kent Station to the Center Point and Boeing locations?</p>
<p>If your planners ever actually USED metro buses they would know they stop too often (slows you down) and too frequently so the bus never arrives at its destination. You tie walkers, get beat by bicycles and interfere with cars.</p> <p>Fewer buses = better life. No buses = even better life. And your toy train scheme is even worse. God save Puget Sound from transit planners!</p>
<p>I just think public transportation is so important and it is very tiresome already taking buses, the delays and waiting. I have liked the improvements like the signs at certain stops saying when a bus is expected. It is depressing to me that services are being cut back. I think it is a big mistake for the health of the city. I expect it will make transportation even more of a challenge than it is already for disabled people like myself who rely on public transportation.</p>
<p>Some neighborhoods and routes in Seattle obviously have too much service and that's where the cuts should be focused first. Neighborhoods like Magnolia, Central District, First Hill, Fremont, Lake City, Queen Anne have way too much service. Maintaining frequent service every 5 blocks in these areas while cutting service in other less served areas like South Park and Riverton Heights is absurd. I also watch Route 21 buses running empty all day long and I think service from that can be diverted to maintain service on another more used route like the 132 or 131.</p>
<p>Consideration of duplicate service needs to be re-evaluated. The number of lines eliminated due to being seen as redundant to the D-Line was a disaster which still hasn't been adequately addressed.</p>

<p>Lower frequency of more existing lines, rather than completely deleting lines would be preferable. Also, lower frequency with extended hours would be preferable. For example, rather than having the frequency of the 125 line every 20 min for 7 hours of the day, if the frequency were every 25 minutes, the same number of busses could run over the course of 8 3/4 hours, allowing for an easier evening commute, perhaps from 4:15-8:00p.</p>
<p>I think a robust public transit service is critical to an urban area's viability in the long run. You should take measures to make the service available, reliable and comfortable to attract more riders. The money should be raised elsewhere to invest more in this area. Your guidelines are well placed and the intent is good. But I think the approach to the problem is fundamentally wrong. In any case, thanks for providing the opportunity to give feedback.</p>
<p>Please maintain all routes to Bellevue College. This is an investment in the future.</p>
<p>These cuts are going to happen regardless, the problem is the cuts themselves and the fact that the County Council putting a burden upon the citizens that are already taking the brunt of the economic downturn. Furthermore, the County Council must realize that the only way to turn the budget around is to support those already struggling and alleviate their hardship. Proper budgeting starts with the proper funding of the most basic of needs. That's all I have to say about that.</p>
<p>Try to earn more revenue from advertising! Space out stops more if necessary. I am happy to walk half a mile if it means not having to transfer more.</p>
<p>These cuts are severe, but I'll personally will get by, but I do worry that these cuts will make Seattle a more elitist area, with heavier congested roads. We need to be investing in expansion of service, not cuts!!</p>
<p>I think there should be the same amount of buses during peak hours and less during the least peak hours of the day or week.</p>
<p>I am outraged that Metro is not a priority for the city. Providing good transportation is important for the economic vitality of our region.</p>
<p>Please consider running the 157 full time so that our youth and families can have access to our community and beyond. The fact that we don't have basic metro service in my area is a health equity issue, the city and county should be increasing metro service not creating barriers to access health and wellness opportunities by providing virtually no transit options for the NE Panther Lake community other than the 169. Please provide a direct route to the light rail station at Seatac or the Airport, so that one does not have to make multiple connections. Additionally please incorporate safety into your planning. I visit several transit centers and park n rides and Kent Station and Renton Transit Center and Renton Park n Ride are by far the scariest places I'm forced to visit - I grew up in Central Seattle during the height of drug and crimes and that was nothing compared to the transit places I mentioned above.</p>
<p>Perhaps you could consider reshaping service in a bigger way. For example--if you take Ballard or West Seattle as examples, you could have local service that runs through the neighborhoods and connects to the C/D or other outbound line that gets kept. Serve lots of folks, still have connections just would be longer and less direct. Seems that trying to keep all the routes won't do anyone any favors.</p>
<p>I think the priorities ignore the number of elderly people like myself who probably should not be driving. When I gave up my car, I was living in Vancouver BC in Canada, and the transit service was excellent. Seattle used to have excellent service as well, so it is a blow for me to realize that it will soon be much harder for me to reach my bus service because of the extra walking I will need to do.</p>

<p>I know my buses and every other bus I ride on will be more crowded than ever if service cuts are made. Riders are doing their part to make sure cars are taken off the road. The legislature needs to know how bad traffic will become for businesses if people have to start driving again. Traffic's already horrible.</p>
<p>King County seems bent on making Metro transit an expensive and useless alternative transportation system. Perhaps King County and Metro should cut to the chase and focus on peak hour commuters close to North-South main corridors (Lake City, Aurora, 15th Ave W, MLK, Rainier, etc) that go to Downtown and back, increase frequency and lower fares for those routes (since it won't have to "subsidize" less profitable routes) and eliminate all other times and routes. I tried supporting Metro by making it my main transportation system to and from work. But it's too expensive and the frequency is too low. Unfortunately I will save more time and money by taking my car to work.</p>
<p>I am a High School student and I plan to take metro bus service to commute between Bellevue College and Sammamish for Running Start. I'd be using the bus every day between Monday and Friday making metro essential for me to attend Bellevue College. My two older brothers used Metro for the same reason before me as well. Budget cuts would make these transits longer and more difficult,</p>
<p>Metro should consider more ways to generate revenue and cut costs. With Seattle's growing population and increasing density, they should not be cutting. Property values and sales are up, and there for tax revenue. In lieu of cutting service, fares should be raised. I'd be willing to pay even a dollar more. Fare enforcement should be made a priority. I see people everyday plee with the bus driver to let them on and the driver does. I see this one guy with an envelope of transfers, use old transfers to get on at 42nd and U Way around 830-9am. He looks into the bus to see what color it is, quickly flashes it at the driver, and gets on. I see people sneak on the back door. If a bus is empty, of course eliminate it. But every bus I ride is always full. I cannot imagine how eliminating capacity will keep up with the demand. In this respect, bus drivers need to be more insistent to make people squeeze together in the back. A few will let people pay the fare and get on the back door. With the cuts, increasing capacity with the existing system will be even more critical. that should start now. Bus drivers need to focus on getting passengers on, closing the door, and leaving. Causing congestion in the tunnel from people taking their sweet time decreases capacity. Lastly, rather than cutting bus service Van Pool service should be cut. This service benefits only a small number of people, while the bus impacts a huge number of people. Moreover, I constantly see a big van with few people. I would bet that most of those people already have cars of their own, which they could use to carpool with friends rather than draining the pot of money.</p>
<p>Increase fares?</p>
<p>I support mass transit as a social good, and think we should find ways to pay for it and to expand service. That said, I think there is also lots of room for improvement. Buses need to be given dedicated lanes so that travel by bus is faster than by car. This will increase ridership. More effort to make it easy to commute by combined bike and bus would be helpful. Also, from and outside perspective looking in, it seems like more can be done to use bus resources efficiently. That is, there are still lots of empty buses driving around. Can resources be used more efficiently by using more smaller vehicles?</p>

<p>I'm extremely worried about the late-night bus service cuts -- busing home from a concert or activity on Capitol Hill, Belltown & the Downtown area in general will no longer be an option, which will lead to more drunk drivers on the road. Preserving the late-night times for Routes 41 and the D/C lines is very important to me. Please consider cutting late-night bus service Sun - Weds, but keeping late-night bus service on Thursday - Saturday nights -- or even just Friday & Saturdays.</p>
<p>Other examples of buses that used to cover 2 routes with 1 bus #131 used changed to #24 or 33 so I only needed to catch 1 bus to 160 North to South. Currently I have a 35 to 45 min. layover because I have to get off the 131 from Burien and walk for a 33 or 24 to Happer By. When people have bus routes stop in the middle of points East, West, North or South it only makes each trip take 2 or 3 times longer. I need frequent service on more routes than 15 or 20 that you decide are popular. it occurs to me that maybe metro wants only the people who choose to ride buses to have convenient times and Access. Weeding people who can't see or walk safely and pushing us to the side lines!!!</p>
<p>Specifically the 7 Express shoould not be eliminated. It has always been highly utilized the 20+ years I have been taking it. Although I OFTEN wonder who...in their infinite wisdom set the schedule as it now stands (after several cuts to this service already). Example: their is a 6:27am then a 6:47 am (20 minutes= good) BUT then there is a 6:57!!! REALLY? 10 MINUTES later???, then not another one until 7:37?? Almost an hour later?? So for you to say 7 express is under utilized....WRONG/ better scheduling would fix that. And for safety reasons, one should not have to transfer from one 7 to another bus to get up the hill...</p>
<p>Less people will ride public transportation every time service is cut or reduced. The goal of this proposed service cuts is to operate within budget yet it doesn't take into account that there will be less riders as people seek alternatives to reduced service. Metro has worse service now than when I started riding in the 1980s and after this cut I will no longer ride Metro.</p>
<p>I am disgusted with the services you currently provide!! Now you want to decrease more service!! This would make your employees OUT OF THEIR JOBS!!! DUH!!!</p>
<p>The only thing that I can think of to help save money is to leave routes the same, but cut the frequency of service. That way all neighborhoods would suffer the same loss. Is it possible to arrange a small county tax? Even if one doesn't ride, the bus helps everyone. We need more people travelling together. And we need a direct us to our healthcare services.</p>
<p>It is ridiculous that Seattle can pour money into bike lanes while the county cuts transportation. It is also ridiculous that although the State of Washington is promoting green initiatives public transportation is NOT included. I would encourage all council members to take the bus in all weathers, to grocery shop for a family and try to get it home on the bus. I encourage council members to ride every route that will be deleted and think about what it would mean if that were their only transportation. I encourage council members not to ruin one of the best things about this city and county-the commitment to it's residents through public transit.</p>
<p>These changes are absolutely terrible for the residents in Georgetown. We will be significantly cut off from health care, groceries, and other essential services by the proposed changes.</p>
<p>Cutting up route and combining service from multiple routes isn't the same thing as having one route that serves a large area. With transit times being unpredictable, making people add more transfers makes their trips ultimately take longer with more time spent waiting and generally making transportation less stable and reliable.</p>

<p>Having my daughter wait an hour or more for a transfer is already a problem and would be more so if she had to walk a mile to catch the nearest bus if the 25 is eliminated.</p>
<p>Metro should consider taking what is now the 21 Express and make it an all day route and not at just peak travel times! The 21 Express is the best and only route that serves the Arbor Heights neighborhood. The 21 Express and to a lesser degree the 21 also help to serve the 35th Ave SW corridor and alleviate some of the overcrowding on the C-Line. I typically haven't been taking the 21 because it wastes so much time meandering through SODO, when it should just get on the viaduct and go to West Seattle. The last time they revised the 21 they also decided to no longer serve the Arbor Heights neighborhood, so I can't use it to get all the way home. I also rarely take the 21 Express because the peak service ends at 6:00 and I wouldn't be able to catch it home, essentially leaving me with no way to get home. My current commute involves driving most of the West Seattle distance and then dumping my car in a residential neighborhood so I can catch the C Line, which at least runs late into the night. In summary, if Metro is using current ridership numbers to base which lines to cut, that's not giving an accurate picture of the needs. While it may look like the C line is very popular and other routes are not, that may be because the unpopular routes need scheduling and route adjustments to make them work for riders.</p>
<p>The #8 bus is the only option on Denny Way for a great portion of the road. The current 30min wait can be long. To extend this wait even longer would be frustrating and would limit opportunities to connect with buses on Westlake and Dexter and Aurora.</p>
<p>Please create a levy that voters can support and thus restore funding to Metro. I would definitely support it and I believe many others would.</p>
<p>I know the 265 at least gets a lot of people especially in the mornings, so that would impact many people going to work and school. If I couldn't take that bus in the morning, and the 277 in the afternoon, it would take me 30 minutes longer or so to get home.</p>
<p>We must retain our express routes for workers to get to work. Please consider raising fares to maintain service and raising fares more on express routes in order to retain them. \$5 or more per person per day might cover cost of each express route run.</p>
<p>I most frequently use route 68 (and 67 when I miss the 68) to get between my house (Roosevelt & NE 84th) and the east side of UW campus, and between my house and the Northgate library. I also use the 66, 72, and 73 to get downtown. I like having multiple options. It looks like after the cuts, the 73 will be serving all of these purposes, from Northgate to downtown. As my building is near the UW HUB, I love that the 68 goes right there, while the 73 is (and will be) further away. But when I have classes on the west side of campus, my commute may actually improve. I hope that the 73 can run (much!) more often to make up for doing the work of at least 4 routes. Currently if I miss my bus I can walk a few blocks and get another route 10-15 minutes later instead of waiting 30 minutes for the next 68. With only the 73 I will have no choice but to wait for the next one.</p> <p>Our twin toddlers love buses, and we have started taking them on bus rides to the library or nearby parks. I am glad the 73 will be moving to Roosevelt. If our closest bus route was more than a few blocks away, there is no way I could continue to expose two small children to the joys of transit. Overall, while I hate that Metro's funding is being cut so drastically, I think you've done a good job of minimizing the impact on my personal little ridership bubble. I hope that people that depend on the bus more than I do will be able to say the same.</p>
<p>Instead of hitting a few routes really hard, spread out the cuts so that every route gets hit, but the impact is more general.</p>

<p>I believe budgets are very important and appreciate that Metro is working diligently to meet the proposed budget. I feel that each organization should look within to determine how money is spent. With that said, I believe Metro can look at what employees are getting paid, union decisions and benefits. Please consider what Metro can cut internally before affecting the population. Thank you!</p>
<p>Please don't reduce Route 8. It is such a useful route.</p>
<p>speed up proposed route 106 with less stops, skip Rainier ave-Henderson detour. make more directional so it travels entirely on Renton Ave between Renton and the light rail station on MLK. extend north to capitol hill instead of route 9 through Boren ave, no Jackson-12th detour. or loop around clockwise yesler-downtown-olive way/john-23rd-Yesler.... to replace missing links of deleted 27and 8. don't bother with 107, it always empty in renton. extend 105 or 148 to the renton side of skyway. its residents of renton who live there, they need access to renton services and they get good discounts for them, like senior center, libraries, community center, renton technical college.</p>
<p>These cuts are reflective of the social inequity that is occurring nationwide. There are no good choices. All riders get screwed, just at varying levels of pain. I wish I had some creative solution that I could contribute to a better plan for reduction of service, but I don't. Especially given the fact that I firmly believe that our local and state legislators need to get it together to find a sustainable funding source. It's on them. We have \$75 million funding gap. How much revenue has been expended designing this plan? Why do we have to get close to killing the patient before resuscitation can take place?</p>
<p>these changes will impact the u access and the # of people on the bus.....why destroy these particular well serviced routes.....those of us who now use the 66,67,68 will not be able to easily access u village and places along current routes.....by combining these well used routes, buses will be incredibly crowded.... bus fares are now as high as new york city yet not as convenient even now.....if you hadnt wasted all that \$\$ on the rapid ride under used buses, you might not be in this place now....your planners dont ride the bus so dont realize the needs of people who do</p>
<p>In the guidelines above, "community characteristics" is mentioned more than once. Capitol Hill is a dense neighborhood that seems to meet all of the other criteria listed (number of homes and jobs, minority and low-income residents, etc.). Bus cuts aren't productive anywhere, but they seem to be the most backward in an area specifically targeted for high-density development.</p>
<p>Keep all of the 70s that go downtown. Those are very much needed more than any other route.</p>
<p>Route 12 should not be canceled. There doesn't seem to be another alternative in walking distance to go from Stevens school to downtown. Walking 4-5 blocks to 15th to catch route #10 is not really an option as now #10 doesn't get to 1st ave anymore, besides it goes Capitol Hill neighborhood rather than First Hill. Again, not really walking distance with small kids</p>
<p>Population and ridership is increasing in Snoqualmie Valley, why then are you cutting back our services?</p>
<p>West Seattle is due for several large apartment units with little to no off street parking. It does not make sense for our area to be so severely cut in transit. This is about to be a huge mess in the next few years.</p>

<p>Think about the people who don't have cars, people like me who can't walk very far because of physical limitations, and people who have already have limited bus service that may only run M-F, AM/PM only. What more can you cut off? Renton has horrible bus service. The buses already stop running early in the evening and don't run on the weekend. The 101 serves Seattle better.</p>
<p>Focus on the things that don't cost you money - customer service, helpful attitudes, friendliness of drivers. Things that would cost money, but are kind of lacking, safety (monitoring) of bus stops, especially the tunnel. Cleanliness of buses would be nice too. Drivers attitudes can be a bit huffy. The great drivers are awesome and customers respect them back, its instant feedback.</p>
<p>Again, please leve the network (routes) and reduce frequency. It is imperative to serve the schools.</p>
<p>the late night service being cut: I have ridden on these late night buses and they are always packed. Whatever the reason for cutting these trips, it can't be b/c of a lack of customer demand or use.</p>
<p>The first criterion ("How well is the route performing compared to other routes?") is misguided, and inappropriate for a public service. Because a route is not popular, does not mean it is not necessary. A tiny minority of people use emergency services, but does that mean we should cut those services? No, because they are necessary for the tiny minority of people who experience emergencies. A minority of people also need routes 8, 14, 27, and 48, without which they will experience serious duress. As a public service, METRO needs to serve everyone, including tiny minorities with vital needs. That's what public services do. Do not make these cuts!!!</p>
<p>I appreciate the emphasis on low income, but without the buses there are NO public transport alternatives available for ANY resident, no matter what their income. If a route is not duplicated, then would the level of service be reduced, and if so, why? My neighborhood is serviced by one bus line (49) which stretches from the University District through Capitol Hill to Downtown Seattle. It's an essential service line and the buses are ALWAYS full, even during off peak hours. Until the rail link is completed, I hope that you will maintain the same level of service on bus line 49. Thank you.</p>
<p>Please don't cut the 215 to Snoqualmie/North Bend. Those folks will use Issaquah Park & Ride (as the Maple Valley, Renton, County folks do) and it will be more crowded and harder to catch a bus. I have been riding METRO from Issaquah to Seattle for 30 years and this is getting ridiculous-poor service and crowded buses.</p>
<p>I think you should reintroduce a car tax.</p>
<p>I understand the need for Metro to run "clean and lean" in the wake of funding cuts and appreciate that the service cuts will be shared across the region. Metro has done a great job of increasing ridership over the past few years and I'll be sad to see these lost if it becomes to inconvenient for riders to take the bus.</p>
<p>Tough choices need to be made, but serving the densely populated communities and lower income areas makes the most sense with limited resources.</p>
<p>Document the economic risk of a less mobile work force.</p>
<p>Duplication is not a bad thing. Buses break down, and people travel at the same time. We need backup plans. Dramatic cuts to transit at this point are a very bad idea. We need funding, not cuts. Transit is important.</p>
<p>We need a reliable funding source to maintain adequate transit service.</p>

<p>Ballard has long been isolated by poor transit service. The destinations themselves are quiet good (Northgate, Fremont, UW, downtown) but the travel time is long for such a short distance (30+ mins), unreliable and inconvenient. Ballard has already seen service cuts and with even more the area will continue to be isolated and forced to use cars for every need instead of a select few.</p>
<p>I would possibly be willing to sacrifice less frequent service between 8 - 10pm if the last bus for Route 8 and 106 didn't end earlier. While I may not be happy with the proposal of having to transfer from the #8 to #106, at least that would still get me home (provided the #106 route does cover where the #8 did go in South Seattle). But if the routes both finish earlier than they currently do, I would have no easy way to get home if I have to work until 11pm at the Seattle Center, which I usually do 4 - 5 times/week.</p>
<p>Please provide the ridership data for each route being changed -- ridership on each route between each stop, the data provided by your automated passenger counters.</p>
<p>Maybe focus on reduction in the downtown area more than the outer areas. The majority of people working in Seattle do not live downtown. We live in suburbs or outer areas.</p>
<p>Eliminating these routes is not helpful at all to the people of Seattle! Please, do not get rid or cut down any routes.</p>
<p>Priorities are leveled at mass transit and peak time while slower neighborhood routes likely would fall to termination, whereas such routes allow a certain group of clientel to get where they want to go and Metro's slogan is "We'll get you there!" As stated before expand smaller sized vehicles to keep level routes open in case of snow/emergency routes, lets not see Metro's mistakes when snow arrives in Seattle and ridership increases when the weather turns frightful!</p>
<p>Parking is over crowded at transit centers. Streets are seeing overflow parking. Side roads through neighborhoods are congested. Service needs to be expanded for working commute times. Currently it is not reasonable considering cost and time that is sacrificed to leave a car at home.</p>
<p>I wish more congested traffic routes had some consideration in this formula, explicitly rather than *maybe* implicitly.</p>
<p>Consider a small price increase. 5-10 cents only.</p>
<p>The severe cuts you are planning, especially in the northern part of the city of Seattle, will make using the bus impossible as a means of getting anywhere in a timely fashion. I suggest that you indicate on each bus sign which routes will be eradicated and which will be cut in half. If customers see graphically, and well in advance, that they will be losing 3/4 of the routes in their neighborhood, walking a mile or more to a stop, or waiting an hour between buses in the very uncertain hope that a timely connection can be made before they have to wait another hour for a transfer, you might well generate now the outrage these cuts will elicit once put into effect. At least then you will have a chance of getting more people on board for providing more funding.</p>
<p>It was a mistake to reroute the number 25 through the UW Campus, since that duplicates so many other routes. It would serve the Laurelhurst neighborhood more efficiently if it had stayed on the original route and gone up the NE 45th St. viaduct to 15th. To plan to eliminate that route now, after Metro's own changes made it less efficient, is unfortunate.</p>

<p>Please consider the private Seattle High School population. You have many high school students who don't drive or have a car to get to school, bus is their only way to and from school and to after school activities - such as sports practices. Eliminating these routes will highly affect riders with no other transportation.</p> <p>I WOULD LOVE A BUS that would be for the high school kids, especially after school activities! Right now, my daughter attends Holy Names Academy and has to be at school by 7am. She also participates on the crew team, which is on West lake Union - getting to West Lake Union from Holy Names requires 2 transfers and a ton of time. Would love a direct route - and I think you would have parents happy to help fund this!!</p>
<p>I feel the 255 and 277 are always packed with standing room only. So I can not imagine that they can be cut.</p>
<p>Bus 167 is consistently used. It is used by many groups: students, hospital employees, UW staff, UW faculty, and non-UW members. The plan will add a substantial amount of time to my commute, and others' commutes. I assume that it will take me twice as long to get to work because of the reduced frequency of buses.</p> <p>I am willing to support transportation with more of my dollars. I have not heard any options presented in an organized fashion by Metro. Riders could be supportive or give better feedback on \$ if we had an idea of what is feasible, being considered, etc.</p> <p>My story is just one. I take the bus from Renton. I either carpool to the bus stop or take a bus to the next bus. I leave my car at home. I cannot imagine commutes with more cars clogging the roads. I personally would have a hardship because I do not have a budget for the cost of gas, parking at the UW, and wear and tear on my car.</p>
<p>Eliminate stops! Please eliminate stops! Ex: route 48 N/W makes 3 stops in 5 blocks near NW 85th St & 15th Ave NW.</p> <p>Alternate service to stops (like those near 3rd & Pine) to preserve accessibility without slowing every single route that passes through an area.</p> <p>Force the UW to provide it's own shuttle service. The proportion of trips that are late/delayed because students/employees are taking trips for 1-3 stops is ridiculous.</p> <p>Transfer timing along major routes (Ex: Aurora, 15th Ave NW, Market St.) must be improved for transfer routes to be viable options.</p>
<p>My new work shift requires that I get from Renton to Olive Way in Seattle by 4:45 am. There is only one bus that currently runs that time and it drops off at 4th & University with limited or no connecting options. Since this route will be eliminated, what options do I have? Perhaps you could have one of the busier routes that run a similar pathway start earlier to help those of us who need to work so early.</p> <p>Thanks for asking and hearing what your commuters needs are and will be.</p>
<p>I know money's tight but, this is just plain wrong. If those of us with jobs can't get to work (on time), our economy will Never get better. I currently use a 601. 3 of the routes that make this run are on the chopping block. I will not be able to get here (on time). I am coming in from Snohomish & need to be in by 7:30. I can barely walk & am already doing a mile to get to my 1st stop. I don't mind a bit of a crowd but common. These proposals are INSANE. There Has to be another way. Let's find it</p>
<p>I'm less concerned about myself than I am about others. I have alternatives and most of them do not include getting in a car. I worry about the elderly, the underserved and those that will just start driving instead. When I do drive, I hate driving in traffic and I know that will increase a huge amount if it's harder to ride a bus or other transit options. How can we be proud of our city if we can't even keep our transit funded? Please help us find a way to keep Metro going.</p>

<p>Thank you for this opportunity. I hope that funding can be found to retain the system we have now.</p>
<p>The route 21 should not be deleted. 35th Ave SW is a major street in West Seattle. There are many homes and businesses on 35th SW. The route 120 should be converted to a rapid ride route. The route is an ideal candidate for a rapid ride route. The routes on Alki SW should not be deleted. Alki SW needs some bus service. Elderly and disabled people who live on Alki may not be able to walk uphill to the junction and Avalon Way SW to catch buses. The 125 and 128 services South Seattle Community College, many students depend upon these routes for transportation to and from the college. These routes should not have service cut.</p>
<p>I strongly recommended to keep this line since it is only operated in peak hours. Many people are depend on this bus from North Seattle to Bellevue.</p>
<p>Instead of eliminating the #12, eliminate the #11 because whenever that bus passes I barely ever see anyone on it.</p>
<p>169, and 150 used later 903 need more people spend. I take 903, 908, 182, and 187. Stay on the bus. Don't have to transfer a lot. www.twitter.com my account.</p>
<p>The Capitol Hill and Central District Neighborhoods are part of Seattle's core and densely populated. These buses need to be maintained. The #12 bus, especially, serves neighborhoods, schools, and parks that are difficult to reach any other way and should maintain service all the way to Galer.</p>
<p>Please do not get rid of the 26 and 28 local buses. It would certainly make my life miserable. I have enjoyed the bus service since I moved here in 2002. Since then, many, many apartments have been built and lots more people live in the neighborhood. Why would you take our bus service away when we need it more than ever?</p>
<p>These cuts place an unfair burden on commuters in certain areas. Eliminating stops that are within a block or two of each other makes sense and would save time, but cutting several entire bus routes in the same area will cause a significant decrease in patronage. I use the bus a lot now, but if the proposed cuts go into effect I will rarely use the bus anymore. Not only will it become less convenient to take the bus, but I will no longer want to support Metro with my money. The 43, 48, and 11 buses are always so crowded, and the 11 only comes once every half hour to begin with. If you cut or reduce those routes it will make commuting much more difficult and dangerous for many people.</p>
<p>Metro is doing its best with the resources provided--it is the state legislature that is the problem. Bring the vote the King County residents--I believe the majority support transit.</p>
<p>THIS IS RIDICULOUS WHY CAN'T SOUND TRANSIT RUN ALL THE TRANSIT IN SEATTLE</p>
<p>I can still get downtown despite what will be very crowded buses. The buses are already packed with riders standing all the time. I would imagine these changes will create situations where riders will be left behind.</p>
<p>many routes are being cut to the eastside, specifically kirkland. by cutting these routes it will take more time, more transfers and the buses will be more crowded to get to work each day.</p>

<p>de-emphasize geographic "equity". We don't require that for any other element of county spending. Public health, parks, libraries, sewer service, roads and highways--there's never a requirement that spending be equalized across regions of the county on these public services. Why single out transit? We waste far too much money on inefficient service to East King County for political, rather than transportation or economic, reasons. Likewise with rich white neighborhoods in Seattle as noted above. Focus more on productivity and social equity. Stop subsidizing rich people in sprawled areas that transit can't afford to serve.</p>
<p>It seems to me that as you try to serve more riders that you are shifting impact from one community to another. We live near the Rapid Line B route. I understand the need for frequent and reliable service to/from certain areas provided by the Rapid Line routes; however, I often see buses with very few passengers. It is hard to see this while being told that our direct bus service to Seattle (Metro #250) from our residential area will be eliminated. It is my understanding from my husband that Metro #250 has consistent ridership, especially with some of the changes Metro has implemented over the last few years.</p>
<p>I'm sure you folks are doing all you can to preserve what we have. But, keep in mind that we need more, and that the drivers and riders can not be the only ones who give up salaries, benefits and services. Better advertisement of administrative cuts might help smooth the introduction of service drops.</p>
<p>My kids live on Mercer Island but go to school in Seattle, Holy Names Academy and O'Dea High School, we use Metro to get them to and from school. Eliminating these routes will cause a great deal of headache and personal stress to our family and increased \$ as we will have to use carpool etc to get them to school.</p>
<p>PLEASE KEEP THE BUS!!!!</p>
<p>The proposal to have completely different routes numbered 131 and 132 in the evening is not a serious proposal. Having passengers transfer to these "shuttles" would not meet the capacity needs of these corridors.</p> <p>Since the 26 and 28 will be cut for actual productivity reasons anyway, I would rather sacrifice the through-routing of the 131 and 132 through downtown, and use these service hours to maintain span of service. Starting the 131 and 132 at ID Station would actually improve the on-time productivity of both routes substantially. It makes no sense to cut the evening runs on these routes when they are frequently packed to the gills. Be sure to look at data since these were routes were straightened out last November to see how much ridership has boomed on them.</p> <p>One last detail to ponder: After the 16th Ave Bridge opens and the 60 goes back to its old route across the bridge, there is a missing link on E Marginal Way between Corson and Michigan.</p> <p>When cuts have to be made, please stick to productivity measures, and don't cut full runs on popular routes just because an outside subsidy has disappeared. Keeping duplicative routes like the 7X, 158, and 159 while South Park and West Seattle service gets eviscerated doesn't make a good case that Metro is following its guidelines or focusing on efficiency/productivity.</p>
<p>During the day, the 8 currently runs every 15 minutes from Rainer Beach. Instead of eliminating the southern half of the route, cut it back to every 30 minutes.</p>

<p>Merge Sound Transit, Community transit routes with Metro to eliminate overlap, and continue routes. It's silly to have 3 transit systems for one region because there are likely duplication of services which, if eliminated, could improve budgets for all 3 systems.</p> <p>Hold a community fundraiser for Metro. Ask for philanthropic donations, such as from the Gates Foundation, to continue Access services so disabled people are not left without transportation options.</p> <p>Put donation collection boxes on board buses to collect from riders who are willing to donate.</p>
<p>Metro 311 service to/from Duvall and Cottage Lake was recently eliminated which cut my available bus transport by more than half, but which I supported due to 311's very low ridership. However I do not support Metro cutting 232 service to Duvall as some level of service to this area is required.</p>
<p>Like I stated before, a lot of people use the metro system to help cut the amount of fuel emissions that are going into the environment. Others use it because they do not have a car, cannot afford a car, gas, etc. The economy is getting better and as it gets better more people will be employed and be able to spend into the economy to help it grow. By raising the bus fare slightly and by incooperating more bus stops there will be an increase in revenue. This increase will help to fund the program on it's own with no additional government assistance. People can afford an extra increase in fare but what they can't afford is a society set on reducing help to the very foundation that is needed to build and to grow our society.</p>
<p>You claim a bus 48X that is full every rush hour to standing room only is "Underperforming"...Unless you want people riding on the roof your calculations are FLAWED.</p>
<p>You could expand service to the Northgate park n ride, but additional parking would be necessary. There would be additional congestion on the streets around the P&R.</p>
<p>I would suggest maximum load calculations for buses that would cut off passengers after a certain weight was reached, thereby reducing crowding on the buses. As an aside, sharper management and other methods of fat trimming might be useful, if not already implemented.</p>
<p>My biggest concern is with the 12. Country Doctor, Miller Community Center, and Steven's Elementary all are community landmarks that NEED bus service. ESPECIALLY Country Doctor. It also connects residents with: Planned Parenthood, Trader Joe's and Central Co-Op. Also, Sound Mental Health. Your cut of that route saves maybe five minutes both ways, and eliminates a convenient, relaxing stop for bus riders.</p> <p>I also suspect that the 8 cut is going to MASSIVELY screw over a lot of low income riders, but since it still mostly doesn't affect my route, I don't know enough to combat you here. YET.</p>
<p>Our fine city is dripping with money, it just flows in the wrong directions. We need to not accept that there "isn't enough money". The dollars are there they are just not being properly allocated. Please do not accept substandard public transit as the way it has to be for King County.</p>
<p>Younger people want public transportation! Seattle cannot compete with other cities for a high tech workforce without providing Eco-friendly efficient, safe public transportation.</p>
<p>Stop using the 3 and 4 as "downtown only". When I'm catching them downtown, I would like them to take me to Queen Anne, not just a couple blocks!</p>
<p>If cuts are inevitable, and if route 14 has to be cut, I would highly prefer an option that spread out the times the bus came (so instead of having the bus arrive every 15 min during peak times, have it every 30 min, and then extend the timeframe so there are some routes during weekends and past 7pm). I'd rather have a super crowded commute every day, if it means that there is some option for bus rides past 7pm and on weekends, even if it's not much.</p>

<p>Collaborate with Pierce Transit and Community Transit systems to integrate and invest more into Sound Transit model. Dissolve King County Metro and merge with Sound Transit. This is the way many other metropolitan area transit systems are managed; not by the county but by a regional authority.</p>
<p>Please do not increase fares. A fare increase is the one thing that will likely not be reversed, and hurts those who can least likely afford it.</p>
<p>Please continue to provide customers with avenues to advocate for and support increased funding for transit. You do excellent work.</p>
<p>Cutting mass transit is insane. We have a serious problem with global warming and have to make mass transit more convenient, not less, to help get people out of their cars. Also, cutting mass transit very negatively affects those with limited income. This is not fair to those people</p>
<p>The 12 on 19th serves the Country Doctor clinic which is a public access clinic and provides health care to many individuals that cannot otherwise afford healthcare. Next year Seattle Public Schools will reopen Meany Middle School, located at the Miller Community Center, and many more riders will then use the 12 at this time. Cutting this route in advance of this will negatively affect ridership. Thank you for your time.</p>
<p>i think way too many people use the 245 to cut it. My friend who lives in kirkland uses that bus and i dont know how shes going to get down here if its cut</p>
<p>With these cuts, I don't see that you are serving the needs of the people of Federal Way, you are taking away 2 buses. Eliminate the 178 and use route 177 for that one. Keep the 179. The people who use the twin lakes park-in-ride will move to the transit center for parking to take Sound Transit 577 which is already over crowded both in the mornings and afternoons. The transit center doesn't have space to add more cars that now park in Twin Lakes and what would you do with that park-in-ride? let it get overgrown and become a crime area?</p>
<p>Additionally I believe making transfers will take more time.</p>
<p>Metro needs to look at ridership on individual runs of a given route and not the overall ridership of a route. The Route 205 has a 'summer schedule' based on the UW, which offers only 2 morning runs and 2 afternoon runs. the remaining year it offers 3 morning runs and 4 afternoon runs. Metro could reduce the number of runs without cutting the entire route. Another option is to look at combining the routes 205 and 211 so there could continue to be at least one route that goes to First Hill.</p>
<p>Instead of just cutting lines, maybe this is a good opportunity to create an actual grid like Portland has.</p>
<p>Move the main bus lines away from Olive and move them to Mercer. More people would ride the bus from Amazon. I know tons of people at Amazon who started driving because of the buses being stuck in traffic too much on Olive.</p>
<p>Large employers are providing flexible work schedules to help with traffic congestion. For those of us that take the bus the "peak times" should start earlier, at 2pm. This can be done without adding runs by spreading them out a little more.</p>
<p>Please let us know what we, as residents, do to help keep funding high for our transit system!</p>
<p>I don't understand why the 5x is being cut- is it possible to reduce the 5 service & keep 5 express</p>

<p>Not understanding how a increase in gas tax and yet bus service is being cut. Other changes need to be found to not decrease the use of buses so that drivers will be more willing to use mass transit.</p>
<p>Metro needs to stop making deals with the federal government and the state government for Rapid Ride funds, that cannot be used for new buses, that are way too expensive along with the bus shelters which replaced shelters that were already okay to use before. This is money, that once funds run out, will also need to be collected. What happens then?</p>
<p>I think before cutting a bus route all together you must decide how many runs a bus needs to take. For example, the routes that run every 15 mins all day = waste of time, money. run them every 30 minutes. that way you can keep routes that need to be saved and that are already running every 25-30 mins/day.</p>
<p>If you ever wonder why people aren't riding metro, try this experiment: Assign 1 person the task of getting themselves to work (on time), dropping off 1 pre-schooler & 1 grade-school student to respective daycares (can't be next to work, because it rarely is) and then picking up the children (at daycares), without being late (\$1/min charge at most) to either and without leaving their work early. All locations can be within a 15 min drive from home. Do this for 1 week and you will have all the answers you need on why it is NEXT TO IMPOSSIBLE TO USE METRO IN SEATTLE !!! NYC (and most of Europe) seems to handle this task just fine from farther locations so it can be done. Here's another hint: actually complete something so that it goes all the way (i.e. Light Rail, monorail, S. Lake Union trolley go no where & require massive transfers to get from 1 end to the other). Complete something/anything ALL THE WAY.</p>
<p>I'm just really sad that our city is considering this. It is hugely disappointing.</p>
<p>The WA state legislators need to prioritize bus service as one of the highest priorities. Sport stadiums and wider high traffic highways should be at the bottom of the priority list if we can't meet mass transit demand.</p>
<p>1) Stop funding expensive, duplicative (and sometimes no demand) light rail lines. 2) stop wasting significant sums of money calling the same old bus routes "Rapid Ride" and actual y making them slower to boot. The 15/18 to Ballard, for example. Nobody on those routes is fooled, they just roll their eyes.</p>
<p>Hold a press conference in which you state that corporations like Boeing should stop receiving tax cuts so that enough state money is available to increase Metro's service. Until you face and STATE the problem out loud, you can not fix it.</p>
<p>I don't want to loose the 61, but I understand that it gets very little use. I believe this is because it doesn't actually GO anywhere! Adjust this route to take you some place useful, another option to get downtown, or the University district or Fremont/Westlake. It will get more riders and more use if it actually went places rides want to go, NOT just a bus to take you to a transfer!</p>
<p>The light rail is going to help alleviate some of the service gaps I see proposed (namely the 8), but it's not online yet. Is there a way to postpone that change until the Capitol Hill station opens?</p>
<p>As I said in my previous comments, the routes I utilize and are proposed to both be deleted are my modes of transportation to and from work. The alternatives are not viable, and the buses I am on both in the morning and in the evening are never empty, they, most every ride are quite full. I ask you to reconsider the deletion of the 308 and 304 as I am most certain these changes are not only affecting me but my fellow riders as well. Thank you</p>

<p>Post Metro ads in all buses informing riders of the harm that Tim Eyman has caused to transit funding - not to mention transportation funding in general.</p>
<p>If you really truly want to reduce congestion and make commutes more efficient and relaxing, you'd look at outlying areas and develop reasonable service routes for those areas. Perhaps then we might be more interested in providing your funding. A 4 hour bus ride to go 35 miles is not reasonable. Neither is driving half way to get to a bus station, riding a quarter of the remainder, and walking the last quarter of the way. Chicken and egg, huh?</p>
<p>Get Metro out of the bus business. If it were privately run, it would be more efficient, and would be paid for by those who use the system instead of the tax payers who never use transit!</p>
<p>Seems that folks always have all the answers but the reality is it's a complex system - I believe transparency from King County/Metro to prove that they look at EVERY dollar could go a long way.</p>
<p>Reducing service throughout West Seattle is going to shift riders to my main route (120). As experienced in 2012, the bus will be too full to pick me up. As of now, it is standing room only at 6am. This route is a top producing route and should not be reduced. Especially since we are going to get a bunch of new riders from other routes you are eliminating. I am just about done dealing with Metro's budget problems. If the City/County are not going to provide the service promised, then the City should invest in giant ugly parking garages so we can be more self sufficient.</p>
<p>Increase fares so people who use the bus pay for the bus.</p>
<p>Tax the rich.</p>
<p>Use small shuttles like the water taxi shuttle to get people to available transit.</p>
<p>I actually like the proposed new service for 128. I live near SSCC and efficient transportation into downtown is most important. I would prefer a direct line to DT without transfers but I understand, so the connection to the C Line is an acceptable alternative for me. I also like that it will go all the way to Alki. Very nice.</p>
<p>Cut late night and outlying trips. Spend money based on population, it's mass transit not transit for everyone. If I moved to Kent I wouldn't expect better service then West Seattle but I would get better bus service.</p>
<p>Please help the concerned citizens of the Seattle area know how best to get our voices heard. We MUST make Metro a priority. It is what our city relies on to move its citizens and what helps Seattle to stand out from other less friendly cities.</p>
<p>Please make sure you talk with David Miller and Meg Johnson, Orientation and Mobility trainers at LightHouse for the Blind, as you develop the proposed changes to Routes 4 and 8. I believe the change of Route 106 can compensate for the loss of other routes, but it is crucial that you include feedback from people who do not have alternatives to public transportation to work.</p>
<p>There is a very large group of retired people representing all of the West Seattle neighborhoods. Everyone that I have talked with over the past several months are not using the bus anymore, and we are all back in our cars with our impaired seeing, hearing, and response time. We are very disappointed as we have used the buses for many years, with plenty of routes available, using our Orca cards. We have now given up on Metro Transit.</p>
<p>We are a growing metropolitan area. Reducing transit options does not make sense to me. Metro needs funding!</p>
<p>Thanks for asking for feedback</p>

<p>High Point is a developing community that should not be completely neglected by Metro! While many residents here are not tech-connected to the issue, or necessarily even being informed well of the issue due to their primary language being other than English, they do require and deserve service.</p>
<p>Please do not cut service to West Seattle, we are a high density area with limited roadways to the downtown core and bus service is crucial to keep traffic moving!</p>
<p>To me, the attitude of Metro is defeatist. Yes, funding is not currently available. But let's demand more funding - higher fees, and yes, higher taxes. Let's go public with our vocal demands. Let's emphasize how critical robust transportation options are to increase economic opportunity, and to decrease potentially devastating effects of climate change. To me, this is a horribly short sighted decision which will have major quality of life implications for Seattleites for a generation. It will prevent us becoming a world class 21st century city.</p>
<p>the county / state / city wants less car on the roads so pay for the servicer or take it all away</p>
<p>The proposals that impact me appear reasonable.</p>
<p>Cutting an entire peak travel hours only route that is "under performing" does not make sense. Scaling back the service is understandable, but the 265 is almost always full when I ride and if that gets cut then there will be hundreds of more people driving instead.</p>
<p>Run more smaller buses. Raise rates. Charge by the mile.</p>
<p>I LOVE public transportation!!!</p>
<p>If a split is done PROPERLY, people are distributed as widely as possible. Example: The 47 goes less far than the 43, so if you put it in front of the 43, you need fewer of the longer trip, whereas if you put it behind the 43, you are deliberately collecting statistics to delete it. The 3 block loop is as heavily populated and ridden as a New York subway for the area - yet, you scavage people who could ride either route and use it to expand service on the 43. There are other examples.</p>
<p>Make sure your routes are directional and fast. Since you are deleting 8, then extend 106 to at least Capitol Hill to cover the gap. Or extend route 9 express to Renton. No one wants to go to Renton on 106 because it's very slow through Skyway, yet it provides a very poor and long connection with the light rail for Skyway area, because it makes a detour to Rainier and Henderson. Have 106 make a loop in Skyway from the north, while another bus could do a loop from Renton with less frequency... I took 106 many times and most people who are on the bus are gone by the time it approaches Renton... and no, no one from Renton wants to go to transfer to the Rainier Beach light rail, when you have 101, 102, and 143 directly to downtown that are twice faster. If you do not want to extend 106 to Capitol Hill, then route 8 should at least make a loop from Capitol Hill to Madrona on MLK, then west on Yesler and back north to Denny way... Per your proposal there will be no service on MLK and Yesler at all, yet there is the only affordable grocery store at Union and MLK, Catholic Community Services and Neighborcare clinic on Yesler.</p>
<p>I don't see transit to the new light rail stations, which do not have parking.</p>
<p>Keep late night service by eliminating some commuter runs. They have alternatives.</p>
<p>Big cities need mass transit. We are a big city. If we don't improve mass transit, we will lose employers and decrease economic activity leading to the unemployment of a lot of politicians.</p>
<p>i only take sound transit</p>

<p>While I understand that Metro is at the mercy of government funding, there must be a way to help those who actually need this service. People who do not use it seem to be making all the decisions. It seems like every year it gets harder and takes longer to get around using public transit. How does that make our area better? It rewards people who can afford to drive and punishes those who can't. It creates more traffic as those who previously rode to avoid it now have no choice. More traffic damages roads faster, leading to that eating up more of the transportation budget. This system hurts everyone and while I do not have the magic solution that will fix everything, something must be done. The only easy bus routes seem to be getting to downtown Seattle or UW. As someone who doesn't care about going to either of those locations very often, I do not understand why those are the only places you can get without at least an hour ride and a few transfers. Sorry if this is too much of a rant. I forget how strongly I feel about the ridiculousness of public transit in this area until it is right in front of me.</p>
<p>A lot of what seems to be occurring is the consolidation of bus lines. What the people who proposed this seem to have overlooked is the increase in volume of passengers on each bus ride with the consolidation. Yes, there are semi-redundant bus lines, but pushing all riders onto one will make the bus crowded and uncomfortable for all involved.</p>
<p>While I'm against cuts and I hope that funding comes through, I believe that there are elements of this proposal which are valid regardless of service and should be considered for future implementation. Specifically, developing trunk routes and deleting duplicate service or potentially peak time only service is generally positive.</p>
<p>stop building sports centers/arenas and make private \$ do that. Spend public \$ on the basic public needs FIRST, DSHS, transit, police, fire, aid, etc. KC council, DA, Att gen office, Exc, etc. all need pay cuts, not admins, patrol officers, 911 operators, medic one etc.</p>
<p>Offering more routes that go into neighboring schools or childcare centers</p>
<p>Although the proposed service cuts would not affect my daily use of transit (which is primarily on Sound Transit services), I feel strongly that restructuring to improve efficiency should be the priority over cutting service hours or frequency.</p>
<p>If Seattle is going to be a leader in sustainability and green practices, we need to get more cars OFF the road, not back on. Also with intense crack-downs on DUIs (including marijuana), people need alternate forms of transportation in order to stay safe and within the law.</p>
<p>Pleaaaaaseeeee</p>
<p>Why are we cutting Metro when we're building a new juvenile detention center?</p>
<p>I think it outrageous to even consider cuts of this magnitude and am very disappointed that Metro has carefully not address how we can affectively address our concerns. I certainly will contact my council member and attend public meetings but would like to feel that there was more that I could do.</p>
<p>All transit should be fully funded by the state legislature thru the transportation budget.</p>
<p>More advertising (on bus transfers slips, maybe audio on the bus), partnering with businesses to create more incentives (ie small discounts for those who use the bus), vending machines near large transit areas (park and rides, transit centers)</p>
<p>The FAQ gave an argument for not raising fares a full \$2 (to \$4 plus per trip) to offset ALL of the deficit. But could you just raise fares a little to offset a portion of the deficit and try to preserve some additional service/routes.</p>

<p>You have already decided what you are going to do. I do not believe that rider's saying ANYTHING will change a thing. Your mind has already been made up and this whole thing is just lip service to try to extort money from the State. Poor management and inept planning has created this problem...FIX IT.</p>
<p>I think the underperformance conclusion for a routes like the 66 and 304 are wrong because it is ALWAYS standing room only which is ridiculous for the 304 since it goes on I-5!</p>
<p>Can you tie these changes to broader vision for King County transportation needs? As in, discouraging people from driving downtown and rewarding them for using alternative means.</p>
<p>Sound Transit does not seem to have a funding problem! you need to learn how to manage money better and quit paying stupid people that don't deserve it-the rest of us suffer and we are just trying to go out and make an HONEST living, you people suck ass!!!!!!!!!!!!!!</p>
<p>Dear Metro, I feel compelled to write to you about the proposed service route cancellations and revisions. I cannot understand why you have decided to cancel 74 routes and revise 107? We have a fabulous transportation system and service here in Seattle! Thousands of people – including me – rely on you and your great team of drivers to get us to work and back home each day. You advertise on the sides of your busses “We Will Get You There” and “You Can Count On Us”. Well it sure seems like there will be an awful lot of people who will not be able to count on you! One of the “reasons” you gave for this massive cut of routes is that it will decrease congestion on the streets of Seattle during the Sea Wall and Viaduct renovations. Well by taking away some busses – how many cars will that be putting on those streets, and how many people will have to quit their jobs because they can no longer get to work because they do not have a car? Another reason you stated was the budget and or funding. Well raise the cost of the ticket to ride and move your advertising budget over to where it will do more good. I thank you for my eight free rides in October – but that marketing/advertising was done to increase awareness and get more riders. That must have cost you a lot in postage, printing and bus fares. Now that you may have swayed some folks to actually ride your busses – you chop the routes! You took away the carrot you were dangling in front of us! Of course I am sure you are aware that our economy is finally coming back a little and now you are putting all of those drivers out of a job! You have a Great Fleet of Busses and a Fabulous Team of Drivers! It isn't broke – don't fix it! You will be leaving an awful lot of people stranded!! My Two Cents!</p>
<p>I would like to see more marketing done to 1) increase ridership, and 2) help non-riders better appreciate the benefits they receive from us riders (less congestion, environmental impact).</p>
<p>Even more than it's already been, you're really turning this city into car-necessary place to live.</p>
<p>It seems like a nightmare. I appreciate the hard decisions you are trying to make and I'm disappointed in my fellow citizens & legislature for not making the needed choices to fund Metro.</p>
<p>there will be no access from the judkins park area to downtown/south lake union</p>
<p>I would recommend shifting the timing of the 73 and 373 heading south in the morning. They are always within minutes of each other and therefore leave large gaps of time where there are no busses heading south on 15th Avenue NE.</p>

<p>I understand Metro's position. I DO NOT understand why elected officials can't get their act together to figure out how to fund one of the most important infrastructure systems in the region.</p>
<p>Please prioritize service in low-income and areas of Seattle and communities of color as these riders are less likely to have access to viable alternatives to public transit if routes are cut or reduced (ie. their own private vehicle)</p>
<p>Consolidation of the five transit agencies covering King, Pierce and Snohomish counties is essential -- why are we paying for five administrations when what we need is a metropolitan SYSTEM.?</p>
<p>We should stop running the South Lake Union Trolley, since it's inefficient (not time saving) and is a special interest project.</p>
<p>Metro quite literally allows for the livelihood of people from all walks of life, from council members to students to the elderly - we must find a way to maintain this vital service if we wish to see our community grow and prosper.</p>
<p>Providing information on impact to environment, traffic, tourism, etc. might help get sufficient funding.</p>
<p>I think that no matter what minorities or level of class a neighborhood is, there are always people who will need transit, whether they are avoiding traffic or don't want to burden the environment. To generalize whole areas could be a huge mistake and cost a lot of people work or force people to go to extremes to get around the city.</p>
<p>Would like to see more late night service.</p>
<p>Public transportation makes cities healthier. Please do not make cuts to these services! It helps people out at a very basic level.</p>
<p>Extend 106 more north into capitol hill to fill the gap left by deleted route 8. Simplify 106 in Rainier Beach, go straight between RB light rail station and Skyway on Renton Ave, without detouring via congested Rainier and Henderson.</p>
<p>More coordination with Sound Transit. For example, if route 522 had a stop at 80th or 85 th street in North Seattle, this would significantly improve service in this area. It would nothing to the 522 route times, but would significantly mitigate the loss of the 72.</p>
<p>As a rider from Snohomish County, I would be happy to pay higher rates since I'm outside the Metro tax area but still use Metro occasionally. I would also encourage the greater use of private funding via advertising space on each bus.</p>
<p>I understand why routes are cut or modified based on how often they are used or how well they're performing. But I know a lot of people who don't like to ride the bus because they already find it inconvenient, slow, and late. Further cuts just further discourage such people from using transit, and lead to even less revenue. It's a chicken-and-egg problem: If transit service were better, more people would use it, which would pump more revenue into the system and provide incentive for improving transit even more. I hope the King County council considers that investment in transit improvements will eventually pay for themselves by encouraging more folks to use transit more often.</p>

<p>It makes no sense to make all these cuts when the highways are already clogged up. This will add more cars to the traffic. Please do not reduce services on the following lines: 214 - issaquah to downtown. In peak hours, there is only standing room on these buses 70 and 66E - cancer patients use these buses to get to Fred Hutch. These are critical routes for them and the people who serve them.</p>
<p>I'm very discouraged by the need for this type of "political" posturing in order to get funding for a service that is a lifeline to so many people of the community. Unfortunately, I do not have any productive ideas here because I feel that someone(s) has a secret agenda(s) and Metro is just a pawn on a chessboard. I do not believe that funding cannot be found or negotiated so something as important to Seattle and surrounding communities as a well run, fully operationally transit system cannot be funded.</p>
<p>I can understand the need to make cuts. But I can't understand cutting off a community from any bus service at all. (Beach Drive to West Seattle Bridge via Alki Ave).</p>
<p>Adding or changing service will increase ridership if done correctly. Reducing service can only lead to less ridership and less income requiring more reductions. This will lead to no bus service in the future. It has happened in other cities. Metro is on this path now...</p>
<p>I feel like bus use should be on a sliding scale. People of my economic status ride the bus for different reasons than those of low economic status. I am willing to pay a lot for my bus, and I am willing to pay a lot so that those who NEED it can ride for less. I'd like to see something like this proposed.</p>
<p>If everyone starts driving again we're going to have the same gridlock we had 6-7 years ago. Please factor in the cost of 300,000 people sitting in their cars an extra 30-60 minutes a day. Not to mention the CO2 into the atmosphere. The cost to Seattle of rising sea levels is going to be measured in the 10s of billions...if we're lucky.</p>
<p>Dedicated funding, stop the political bull shit that effects us, the working people of this city. People, products, services if not moved efficiently will dampen any efforts to move successfully in to the future. Esp. in a city with no room to build more roads or freeways. Grow some balls political bull shit-ers and lets mover forward with funding, it will cost more to cut service.</p>
<p>Companies like AMazon whose riders create a glut in certain neighborhoods should be funding improvements. Metro needs to work with traffic police in areas like SLU where poor driving (blocking intersections) often interferes with efficient travel. Finally, it is infuriating to see Metro proposing service cuts when we just watched the so-called "rapid ride improvements" eat up millions of dollars for shelters that are not substantially different from what was there previously and buses that are not noticeably faster.</p>
<p>It's important to pay attention to how full the buses get, because it won't matter if there is indeed remaining service to a certain area or route if only a certain percent of people can actually get on the bus, or if it causes a major loss of time or delay for people.</p>
<p>I'm not doing this survey for my issues. I know that people living on the margin of poverty NEED the bus system to work. This lack of support hurts us all if it hurts the lower class. Constantly society complains about people not working. Then we don't support things like affordable mass transit !</p>
<p>Frankly, cuts to public transit are not an option. I recently moved from San Francisco and hoped that Seattle would be headed in the right direction. These perennial concerns about transit funding are making me wonder if this is really the right place for myself and my family to be!</p>

<p>Reducing public transit on the scale that is being proposed will cause undue strain on people who rely on the bus as their primary mode of transportation. I pride myself on not owning a car and being able to use public transportation. It gives me civic pride to know that my city provides me transportation options and I would like that opinion to remain high. Please help keep this community environmentally friendly and provide the people with safe, frequent, reliable, and flexible transportation options.</p>
<p>Please do not eliminate the 66, 67, 68, and 72. The impacts will be very severe for students and will result in many more people driving to campus making traffic in the U-District impossible.</p>
<p>Ridership drives, donations... if we can't get voters to accept taxes, we have to have a way for people who DO need Metro to contribute to keep it alive.</p>
<p>Please do not continue to cut funding from Metro. If you look at any great city, they are defined by their great public transit system. Seattle is a good city. It has the potential to be a great city. We just need to give up this silly war against public transit.</p>
<p>Cutting Access transportation, making the shared rides even longer for our most vulnerable population, cannot happen.</p>
<p>Overall, I feel like metro serves me well. I live in Ballard, so I have more than one option for bus service, but I also am healthy enough that I don't mind walking up to a mile after getting off my bus in the afternoon. I have to say that sometimes in the afternoon, I will hop on the #5 to Phinney and walk down the hill to Ballard, rather than wait for the #28 or #40, which seem to be off schedule for some reason. I am lucky I have these options - not everybody who rides metro has these same options. I hope that these proposed changes will still serve customers in the best possible way, given the budget constraints. Thank you.</p>
<p>I definitely support changing routes that duplicate service to the same areas, although I don't like the idea of waiting longer than I already do for buses.</p>
<p>Information on when the short buses or when the long buses are expected to be used might alleviate some concerns about over crowding</p>
<p>its not metro, nor king county. its the apathy.</p>
<p>Stop wasting so much money. Kill projects and do less of the unused busses</p>
<p>Temporarily increase the sales tax?</p>
<p>Service past the south end shopping center with the 204. There are many kids who ride the bus to school from there, therefore a regular route along the end of Island Crest Way would get some ridership. Opt for a .5% increase in sales tax to cover some costs.</p>
<p>Don't cut the 8 route from 16th Ave E & E Thomas St on Capital Hill to Seattle Center. Atleast make Route 8 stop at the Central District (Jackson Square) instead of Capital Hill.</p>
<p>Fewer routes means fewer riders in general. It has a ripple effect. I understand you need to make reductions where you can, but these cuts are insane and would eliminate most of the ones near my house, which would mean my husband and I would have little reason to use the bus normally. Fie on those politicians trying to undercut a huge, integral part of what makes a city a city: mass transit.</p>
<p>Again, I want to encourage the powers that be at Metro to raise rates for commuters, especially to downtown. You could implement a special commuter fair that is double the peak fare and it would still be cheaper than driving and parking all day.</p>

<p>Please, please leave the route 12 on 19th ave. Cut frequency and even late night if needed but the plan leaves those of us North of about John with an impossible situation.</p>
<p>Please do not reduce route 12 to not go down 19th ave. it is very important, and sometimes the only, transportation for a lot of the families at Stevens Elementary.</p>
<p>My only feedback is that there should be no Metro cuts.</p>
<p>Metro is doing everything it can to make plans for the reduction in a far and equitable way. The King County Council needs to set some priorities of its own so that public transit is adequately supported.</p>
<p>I am very concerned that ridership will not be able to be increased to the routes that need more capacity, and are overburdened. This will make it very difficult in the region to get people to work, and get additional SOV's off the road.</p>
<p>Raise prices and reduce expenses? I have an impression labor costs may be getting out-of-hand. Never seen your budget though.</p>
<p>Increase the runs on the water taxi during the winter. The bus service between North Admiral and downtown Seattle is really only available during peak commuter hours, without having to make multiple and lengthy transfers. I would ride the water taxi more often if additional runs were available at reasonable intervals throughout the day (especially after 9 AM to downtown and after 7 PM to Seacrest Park/West Seattle).</p>
<p>The Metro Bus network needed serious rearrangement and optimization and fuller service in future routes. But in the proposed state, the drastic cuts in frequency, length of service and increase in number will negatively affect my safety while traveling around the city at night and my ability to patronize small business.</p>
<p>I'm sorry but I have little to offer in terms of ideas</p>
<p>This is an unpopular opinion, but - discontinuing paper transfers could be really helpful. This would be a huge incentive for people to get ORCA cards, and it seems that riders who have an ORCA generally ride the bus more than those who don't. They'd also be more likely to purchase a monthly pass.</p>
<p>I would like to see proposals for how to raise the sufficient funds to continue to support and expand existing metro services. Funding that doesn't increase fares and provides a sustainable source of revenue (unlike sales tax) would be preferable. I would pay more in my car tabs if I knew it would adequately support metro.</p>
<p>To minimize impact and serve more riders, add service to existing overcrowded routes instead of cutting services. Lobby for more funding. I heard the state legislature may be giving Boeing some tax breaks -- so if that happens, and if we can't afford to keep regular bus service, how will Boeing employees get to work? Encourage the legislature to fund Metro with the money they'd get from Boeing. Just a thought.</p>
<p>Ask UW UPASS commuters except for students to pay \$20 more per month. My guesstimate is 15,000 people x \$20 x 12 months = \$3.6 million per year. Use that money to save a few routes used by UW commuters.</p>
<p>Older people can't walk as far, especially carrying packages, as younger people</p>

<p>Increase bus fare for full-fare payers (not for seniors etc.). Actually have bus drivers enforce fare - I see them let people on all the time who don't pay, out of misplaced sympathy. Penalize bus drivers who let non-fare paying people on board.</p>
<p>It's amazing that where I work - at the UW, for example, most people HAVE to take the bus so I have no idea what people will do if their bus options are affected. I think we'll have a real problem on our hands.</p>
<p>A number of routes scheduled for reduced service or being eliminated altogether on already full buses will create longer wait times. Routes to the university district (ex:route 72) are often standing room only or too crowded to get on board at peak times. Service should be increased, not decreased, in these busy areas at peak times.</p>
<p>I love and am dependant on the #4. It will directly impact my life in negative ways if this route is cut. I get that there is not enough money, but this still sucks.</p>
<p>Cutting the 60 will make it very difficult for a lot of very poor people who live on First Hill to get to a grocery store.</p>
<p>Sounds like I'd better read the guidelines.</p>
<p>Keep #11 going till midnight.</p>
<p>I'm sick of this funding issue coming up every year. The city, metro and the state need to come to some sort of long-term solution instead of emergency stop-gap measures.</p>
<p>I understand cutting some routes because they aren't used a whole lot. I was rather shocked to see that Route 66 is one of the proposed cuts. The bus is usually always near full. Many times I cannot get a seat. I depend on the 66 heavily, just like many others in the area. I'm sure several hundred people ride it everyday. The 66 covers a lot of area too, which is part of why it's such a great route. Please do not get rid of it!</p>
<p>There has to be a way to fund transportation in Seattle. It is a core value to living here. As one of the Nation's most sustainable cities, we must have a robust public transportation systems.</p>
<p>Would making bus stops further apart save money? When I ride the 5, I find that there are so many stops along Phinney and Greenwood. The same for route 28, there are so many stops on 8th Ave. If cutting the number of these stops would save money, that would be a good place to save.</p>
<p>Instead of eliminating a route altogether, is it feasible to reduce it and another by half so that some areas aren't left with no service? Why does bus service lose so much money? Are there other non-service cuts that Metro and the county can consider?</p>
<p>No mid-day transportation will create more drivers to drive to work, clogging up the roads Creates difficulty for those needing to go home mid-day for emergencies or illness</p>
<p>I voted to invest in METRO and now I am being left with nearly no service. My investment wasn't very good, was it?</p>
<p>STOP INSTALLING BIKE LANES! Taking a road from multi-lane to 1-lane creates more traffic. We need more bodies in a tighter space not the other way around. If bikers followed traffic laws and were ticketed and forced to buy insurance this would be less of a problem. More traffic lanes, more buses = a smoother work-force flow into downtown (among the highest job density in the country). Get your workers downtown quickly. Stop being stupid, please.</p>
<p>Don't let these cuts occur. Increase fares.</p>
<p>Good luck! It would make more sense for the state legislature to grant the County authority to raise revenue here, if the legislature could have gotten its act together.</p>

<p>Magnolia is a common place for SPU students to live, and the 31 was vital for that. Any alternate routes go well out of their way (either a long walk to 15th Ave or taking the long and winding 33 south to transfer back north to the 32).</p>
<p>As an older citizen, I am relying on Public Transit more and more. Please do not cut our service. Ellen Lowrie</p>
<p>it is a very hard position to be in, and the burden to come up with something sensible is overwhelming, but it needs to be done with the publics best interests as priority. I recently read a report about how much was being spent on contracts for consultants, and maybe the services were warranted, but was it necessary to pay them so much, when it seems like the money should be used to keep important services such as metro for poor and disabled citizens. trim excess spending, and stop spending money on experimental traffic solutions when other services are in disrepair, and in need of those funds.</p>
<p>Has metro approached the union about restructuring contracts to help with the shortfall? Also, this should be a king county priority. Funds for transportation and education should be preserved and cuts elsewhere in the budget should take place first</p>
<p>This is the biggest economy in the state. Leave our buses ALONE</p>
<p>I would love to see the cost basis for every service provided by Metro to get a more well-rounded perspective on where money is being spent. No one likes a service they rely on becoming less reliable or frequent, but I would probably be more rational if I knew more about what is being spent where.</p>
<p>Get rid of Sound Transit & shift cost savings to Metro Transit. Sound Transit is redundant administration and funds could be better spent with the agencies that actually handle operations.</p>
<p>Cut operating costs, and raise fares please.</p>
<p>Although I am able to commute mornings and evenings on the 21X for evening entertainment, errands and weekend travel to downtown, I use the 21 local and to eliminate this line would be a detriment to me and all those who do not work typical hours or travel at odd times of the day. I use the bus predominately for errands and daily travel.</p>
<p>Just one thing all Metro staff should be taking the bus!!!! You work for Metro!! All staff members.... No milage reimbursements, no paid parking, practice what you put out to the press and the community. You are becoming as bad as the IRS and the people doing the health care webpage.....</p>
<p>I am willing to pay a higher bus fare to preserve routes.</p>
<p>Eastside Plateau gets shortchanged on bus service</p>
<p>Less Metro transit, more cars on the roads, more congestion and more pollution.</p>
<p>I am probably one of the riders you can afford to sacrifice, since I am retired and can afford to take a taxi if I must. But my old routes (72 and 68) were sure convenient and nice to have.</p>
<p>The bottom line is that I hope the changes won't negatively impact those riders whose primary mode of transportation is the bus. A focus on social equity should be one of the top priorities.</p>
<p>I am concerned with cutting service to White Center and other low income areas. I have a car that I can use to get around but prefer the bus (save on gas, parking) but many people I see on my bus don't have that option. They will be forced to spend more time waiting for a bus once the service cuts go into effect.</p>

<p>Please do not cut the streetcar. This is important to tourism as well as a large number of commuters. Yes, other routes are available, but they are less appealing, and you will lose a significant number of riders.</p>
<p>Consider the growth of the region, and where current dense housing is being built. There will be a population explosion in Seattle in the next couple of years, and without a reliable and easy to use transit system in place, the region will be mired in a slog of traffic congestion delays and overcrowding on an under serviced transit system.</p>
<p>Tell the council (and I will too) that they need to find more money. Metro service is invaluable to our community and it needs to grow, not shrink...</p>
<p>How about reducing the number of "no-fare" passengers allowed to ride the bus? I see this ALL the time - you only have to get on the bus, spend some time going through your pockets or purse pretending to look for a transfer or money that doesn't exist and the driver invariably waves you through. This wastes the other riders' time, fuel, disrupts the schedule, and sets a very bad example. No fare? Off the bus!! Just like they do on Link Light Rail. Big \$\$ to be had here - as seen by someone who rides the bus every weekday. You're not a charity.</p>
<p>I worry not so much for myself (able bodied and determined to get around w/o a car for work) but for people who might instead get in their cars again because of the cuts, or people who can't afford to have a car being left out of access to jobs, school, shopping, and social networks with the cuts.</p>
<p>In the 15 years I've lived on Vashon, Metro has only reduced service and increased the cost, both in fares and property tax. You took away my bus run, so Metro of no value to me whatsoever.</p>
<p>Extra tax on car tabs Extra property tax Car rental tax Hotel tax Do not use regressive tax such as sales tax Transportation tax on those making over a certain amount Voluntary program to donate to a fund to pay fare for those low income to qualify Pay forward (place donated money in separate bus box Road tax</p>
<p>As a growing urban area, we should be increasing public transportation, not decreasing it. The city should be considering re-routing other funds into public transport projects.</p>
<p>I find it odd that the number 72 is eliminated considering where I live, it is the only bus that operates to downtown, the U district, Lake City Way on week days, weekends and holidays. If this bus route is eliminated, I will have to walk 12 months (and uphill) from 92nd to 80th and 15th to catch a bus downtown -- and I'm disabled in my knees. The route 72 is a very popular route for poor and elderly to get to Lake City for community services, food banks, etc. On weekends heading into downtown, the capacity on the 72 becomes standing room only by the time it reaches the U district. This is not an under utilized bus route and it connects to cross town routes. I also believe that no matter what I say here will make a difference. Your minds are made up -- probably as a good threat to get the funding -- but I feel my efforts here are futile.</p>
<p>How about making the shelter longer at the eastgate freeway stop so that the 20 or more people who have to wait up there per bus in the morning don't have to wait in the rain and wind</p>

<p>Metro should pay attention to changes in population density in Seattle - city government promotes this. Higher density has a direct effect on ridership.</p>
<p>please do not isolate a entire neighborhood by eliminating route 27, the 2 route could be extended if it was changed to an electric rather than trolley bus</p>
<p>you would be cutting 3 of the 4 bus routes that serviced Lk. Meridien P&R - how is that a 17 percent cut -- more like 75 percent to that one stop</p>
<p>Metro needs to be more accountable for money they receive. Service should improve, suck as on time service. The 66 is late on a daily basis and we miss connection. Metro does seem to care, calls and email have not made any changes to service. Driver need better training and some should be terminated for the way they treat riders.</p>
<p>Please do not make these cuts. The changes would impact Metro systemically. All services would be affected negatively - and would hurt those who need the bus to get around... an increasing number of people.</p>
<p>As Sound Transit is not cutting routes as drastically, linking Metro routes to transfer with the more frequent and long-distance ST routes may help keep routes more expansive locally. (e.g. routes crossing I-90 or 520 may instead divert passengers to ST routes, and operate solely in Seattle/Eastside instead, serving more areas/passengers.</p>
<p>Metro should really be commended for this proposal. It is fundamentally an unbearable task, and a ridiculous position for the county to be in. I hope that the state legislature can find the political will to avoid the insane level of service decimation these difficult cuts represent. I also hope that Metro can use the planning efforts that went into this mitigation proposal to further increasing efficiencies and reducing poor-performing areas of the service network once a sane level of funding is secured going forward. Best of luck to all you fine folks at KC Metro, drivers, planners, and representatives. Let's hope that the legislature can get their act together and fund the critical infrastructure our region needs to continue to function as the economic engine driving the Pacific Northwest!</p>
<p>For the love of all good things, please make this change more fair. There are lots of people, including myself who use Metro service to get to more distant areas. Cutting service to focus around just the busy routes leaves a lot of people with no way to get where they need to go. For me, the cuts in service area would be devastating. Please do not let these cuts go through intact.</p>
<p>I always thought Route 56 served a lot and a large area, including Alki. The parking around Alki in the summer is horrible. Having bus service in this area I think would help this problem a lot.</p>
<p>We should be making transit more accessible, with services connected and timed well to reduce the # of cars.</p>
<p>I'm not sure what to do - I have a work sponsored pass, so that makes it really easy and less of a burden.</p>
<p>Make the remaining system easier to understand with better maps & info at stops about transfers & connections. Pay extra attention to the transfer envt where more people will now have to transfer, esp at night or if buses will come less often- how's the lightning? does the signal timing help or hinder the pedestrian who's transferring? Also get rid of useless "express" labels for routes that no longer have a local version. It's confusing in this proposal and will be confusing if/when it happens, plus it makes Metro look like they're pretending a route is better or faster than it is. If there's 1 route z, call it z and publish what it does. It's not "z express" if there's no z.</p>

<p>Reasonable prices for mass transit should be #1 priority to not only coax but allow people to use the system.</p>
<p>FIND A MORE EQUITABLE WAY TO PAY FOR BUS SERVICE! STOP PUTTING THE TAX BURDEN ON PEOPLE WITH FIXED INCOMES!</p>
<p>For late night cuts, I would want to remind the council that it's about safety, not only ridership. Over the past few years, muggings and stranger violence appears to have increased. Hourly city route schedules may put people at risk. Many of us are also dependent on transit coverage for work throughout Seattle and the Eastside. My access to find a better job is closely tied to the ability to have flexible options for start and stop times. If it would help route efficiency, limiting the number of stops is understandable. I appreciate the convenience, especially in town, but realize some routes may need to be spaced out further. It's challenging no matter how you approach it, especially considering elderly and disabled riders.</p>
<p>Am worried and disappointed.</p>
<p>This just makes me sad. I hope all the proposed changes aren't necessary.</p>
<p>See my suggestion above. I think it would work.</p>
<p>Ideas expressed already. This is not good, and certainly not proactive - for a major region in the US to be cutting transportation funding. Not good for residents or the environment...and if you have to use the politically correct buzz word...not good for the economy.</p>
<p>While I have the option to drive my car, many many people don't have that option for transportation. It will result in more unemployment, more difficulties in day to day life for people who rely on the bus to get to important appointments and to work.</p>
<p>It's a shame that I may not be able to ride the bus anymore because it may just be too inconvenient.</p>
<p>Although you say do not shift impacts from one community to another, I think you should serve the densest urban areas with the best and most frequent service. This is the greatest return on investment.</p>
<p>Stop prioritizing single occupant vehicle transportation and fund a robust public transit system that will provide regular and efficient service to increase discretionary ridership.</p>
<p>I hope that remaining routes will be served by 60-foot coaches with A/C.</p>
<p>I would support raising taxes to sustainably fund public transit. I will make public transit support the single issue in deciding my vote for elected officials.</p>
<p>Do what you can to advocate for additional funding. As the population in Ballard grows it is unfair to reduce service. (When I went to the Kirkland Park and Ride for a meeting I appreciated how convenient the 255 was, but was astounded to see while I waited for a ride that 10 of those buses came through. How about reducing a couple of those trips and keeping the 61 at least a couple of times a day....or keeping the 29 rolling?</p>
<p>There needs to be at least one direct route from downtown Seattle to Burien TC at night... People work. Plus, lack of service will definitely impact the elderly and disabled probably even more than others.</p>
<p>I am very upset that you are cutting both the 66 and 67 route, as well as the 68. I ride these buses daily.</p>

<p>however you decide to change it, please make 372 run on weekends, not just me but a good amt of people go to uw on weekends from bothell/woodinville, and currently the only options are ST 522 then 75/65 or drive to lake city and take 75/65.</p>
<p>I support many of the routing changes and route deletions because it cuts wasteful service. I do not support the reduction in service frequency.</p>
<p>Please leave at least one regular bus going along ne 116th St in Kirkland, I have no idea what I will do</p>
<p>If you are cutting bus service for gatewood hill can we at least have a park and ride??</p>
<p>If you're using a variety of bus routes to get all over town, a bus that runs only once an hour is not much help. If a route is worth having, it should run at least every 30 minutes, and of course major routes should run every 10 or 15 minutes.</p>
<p>Metro should continue the work that has been proposed over the last several service changes to streamline service into fewer more frequent corridors. Metro should leverage Link more effectively in SE Seattle.</p>
<p>Raise the rates for high demand, high income areas. Consider them HoT buses and run them all day long. I don't know how much a driver makes, but a \$5, 20 minute ride with an average of 20 people on it is \$300/hr. How does this not pencil out????</p>
<p>as stated way! above you have too many near empty buses running in Seattle daily get their ridership Up to over 50% or cut them!</p>
<p>Life will go on. For years the services are changed and life goes on, however it is nice that your provide advanced notice such as this and maybe if enough of us express something you will understand more what it is like for the riders who have been using your service. I have had the pleasure of riding Metro since the 90s, more or less.</p>
<p>North Delridge needs service to the West Seattle Junction. We are a thriving neighborhood and have one bus option (120).</p>
<p>Why can't the city of seattle work with you to provide supplemental funding WITHIN the city limits for service routes within seattle?</p>
<p>Raise bus fares and take more steps for employers to receive some sort of benefit for giving employees Orca cards.</p>
<p>Get more funding. The busses are bad enough with too many people on them as it is too often. I keep reading the two words "necessary" cuts. What's necessary about them?</p>
<p>By cutting service from Federal Way/S Puget Sound you'll be impacting a large group of people that regularly depend on transportation to and from work to the Seattle area. Please reconsider the deletion of the routes 178, 179. I will have to stop using metro if this happens and I've been a customer for over three years.</p>
<p>Social equity is Bull shit!</p>
<p>I understand that the change needs to be made to accommodate tight funding situation, but it will make me use less metro service it the proposed change will happen.</p>
<p>The buses I take to/from work are highly used and tend to be uncomfortably full. While I understand the need for efficiency & high usage for budgetary reasons it makes taking public transportation sometimes extremely unpleasant and less attractive as an option.</p>

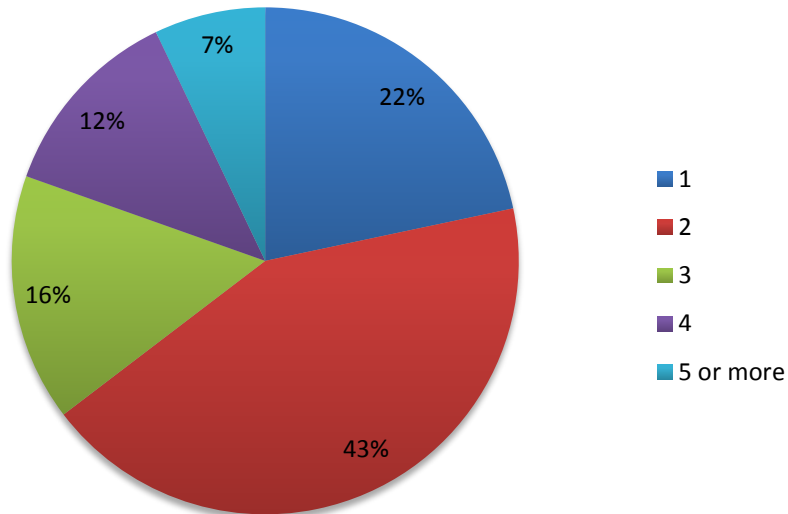
<p>Due to community demand,extra night trips were added to Magnolia after the last major system adjustment. The proposed weekend service would result in similar neighborhood outcry. See my suggestion in q. 18, as that would also provide supplemental service to Magnolia on weekends.</p>
<p>Rather than cutting routes entirely, why not scale them back to run only during peak hours (for example, 6-9am and 4-6pm)? I used to take the 33/39 from Magnolia to Beacon Hill, and that route was cut entirely, even though busses were packed during peak hours.</p>
<p>I'm sure what you propose is sound. I do not want to see these cuts, but I'm sure you're doing the best you can to minimize the impact. What I would prefer to see is more routes, better service and an increased ridership.</p>
<p>If the elderly and poor can't even afford to take the buses these days, how are they able to get around? We need to be creating programs that penalize the single car drivers, and offer incentive programs for those that ride the bus, or for those that RideShare. Please look to other cities as examples. San Francisco has a great incentive program for those coming into the city. The Public Transportation is on a continuous downward spiral mainly because the cost is too high. Reverse your cost, and you will see riders increasing. Cause and effect.</p>
<p>All buses service West Seattle will be reduced or eliminated. Using criteria such as giving greater priority to low-income neighborhoods would be fine if we lived in a flat geometric city, but we don't. West Seattle isn't prioritized due to our relative affluence, but we are geographically isolated and so service cuts will have a disproportionately greater impact on West Seattle than on more connected neighborhoods.</p>
<p>The 72 is a highly used mode of transport, used by a ton of UW students, as are the 71 and 73, all of which will be used much less if they only come once an hour. This would lead to impossibly full buses coming down University Ave at any time, making it near impossible to get downtown.</p>
<p>Stop stealing my car tabs free passes! The tax base has shrunk for metro funding because those who need to use metro or can only afford to use Metro can't live in this city any longer because of the high cost of living. Very sad!</p>
<p>My concerns are generally with having cuts in the first place, not the proposals themselves. Thank you for working so hard to find an equitable solution under these difficult conditions!</p>
<p>I used to live on Sunset Hill in Ballard. While I now enjoy very robust transit in Capitol Hill, I note that you are proposing to delete Route 61, meaning residents of my old neighborhood would have to walk a significant distance to the 40 or confine their transit use to peak times using the 17x. I think you are doing a big disservice to Ballard with that proposed change. I always thought the 61 was an abomination, but you left people with no alternative once you eliminated the 17 local in a previous major service revision. I am glad I no longer live in Ballard and am not victim to your disregard for transit riders there.</p>
<p>This is off topic with the overall subject of the survey but I think significant improvements can be made with the route of the 70. It takes me almost 30 minutes sometimes to get from downtown to SLU and during peak hours, buses always seem to be running late (and I believe is at no fault to the bus drivers). I liked taking the 66 occasionally because it is at times faster than the 70 to get to the train station. I think there really should be some sort of express bus that could take people from SLU to the train or downtown area quicker.</p>
<p>Live within your means. You haven't been efficient enough. Always more ways to get efficient. BTW, how about making the cameras on the buses actually work?</p>

<http://seattletransitblog.com/2012/10/03/seattle-every-15-minutes-or-less/>

While personally I have the financial means to switch to driving myself around, there are significant environmental costs to a community that does not support transit service that is frequent and convenient enough to present a viable alternative to driving for those of us with that choice. Have costs such as increased numbers of SOVs resulting from service cuts been considered? Even if so, I believe low income residential areas should be given priority in retaining services, so those who cannot afford to drive can get to employment. I would definitely support a tax increase at the county or state level to fund transit, rather than see any further service cuts. If this is not a choice, how about requiring employers that benefit from transit routes that are designed to transport well-paid employees to wealthy employers (e.g., Amazon, Microsoft) to kick in some funds? Or divert resources used on these types of routes to other areas, and let those employers arrange for their own commuter shuttles, which Microsoft already does to some extent.

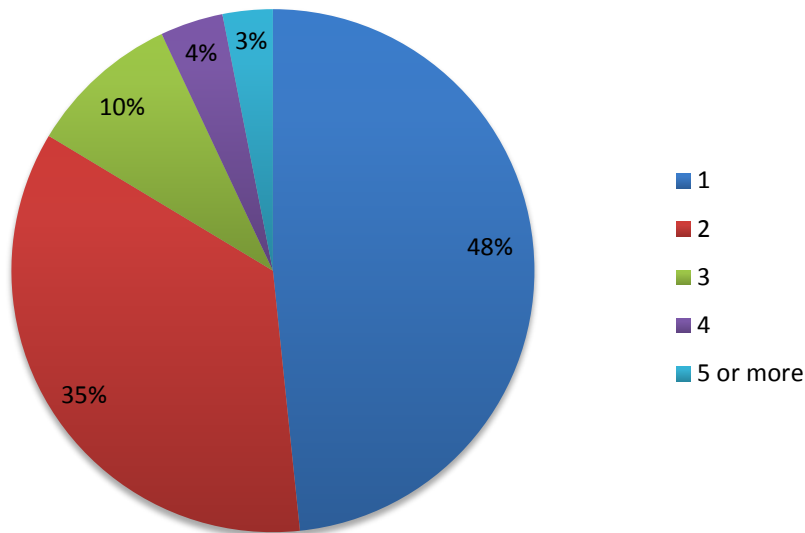
There is no way I am able going to get to work at a reasonable time because of the cuts to transit- specifically all service on 19th Avenue which I rely on heavily. When I take the #12 bus it is very full, I can't imagine the effect that this would have on routes in the area without #12. I need to go into work different times because of the needs of my employer. This is completely unfair and should not be passed. These routes are also vital to people that need all the hospitals/clinics along E Madison. Patients appointments are not specific to peak hours. This is completely absurd to limit service in such a way.

41. How many persons, including yourself, live in your household?
Total Respondents: 1,548



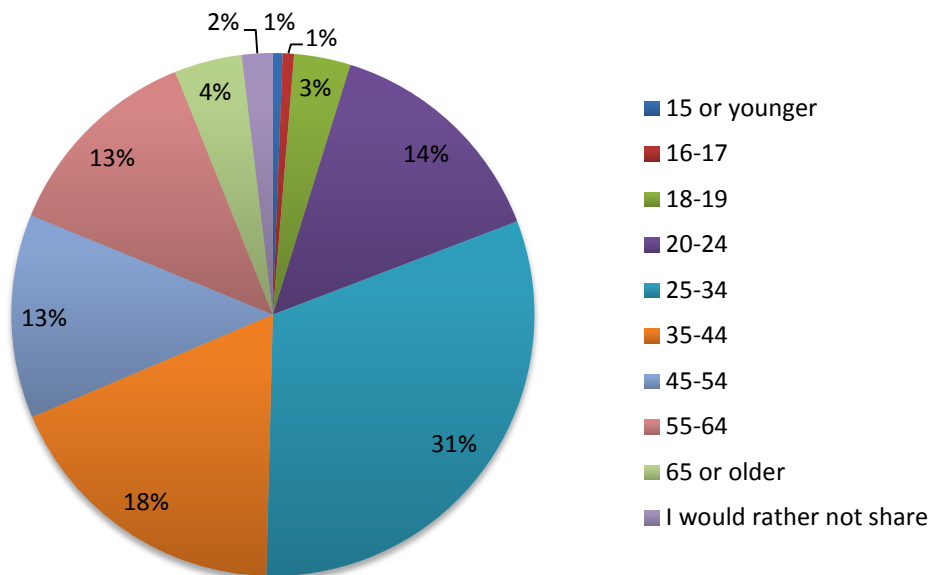
How many persons in your household ride the bus at least once per week?
Total Respondents: 1,503

42.



43. Your age:

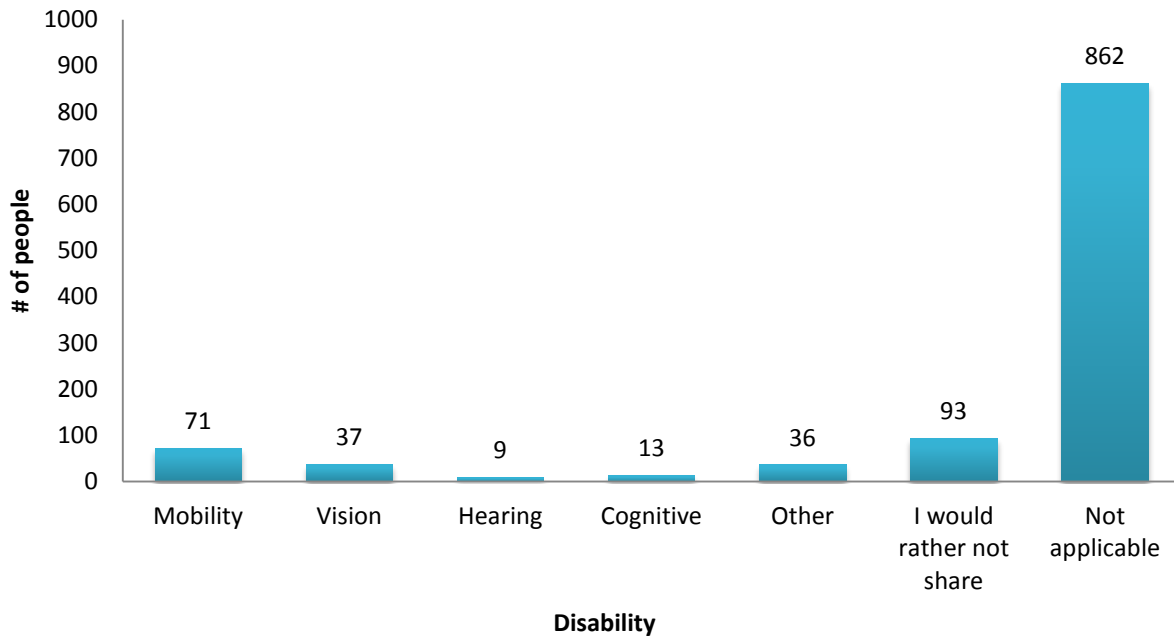
Total Respondents: 1,546



you have a disability, please indicate what kind (check all that apply).

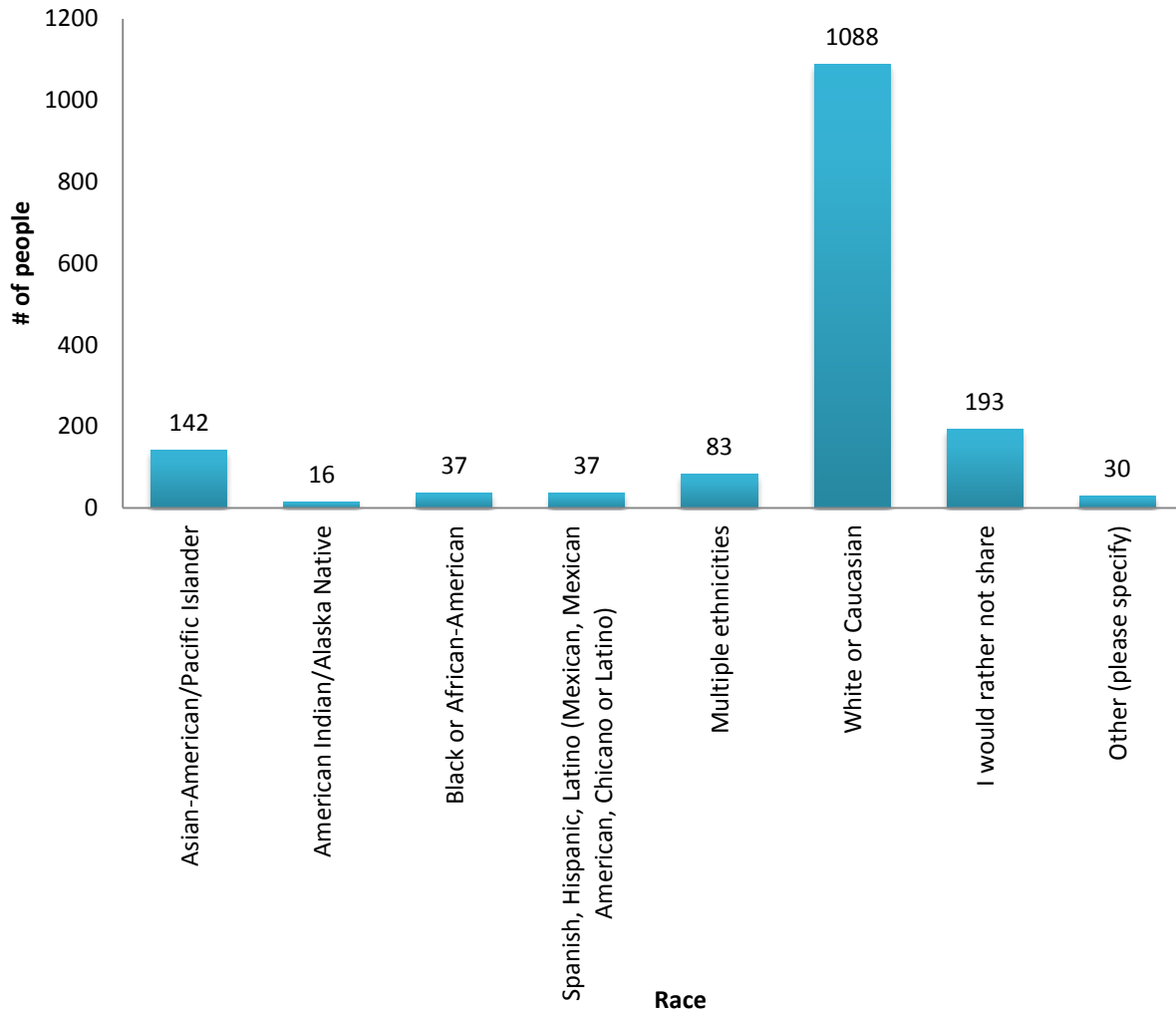
44. If

Total Respondents: 1,096



45. Do you consider yourself... (check all that apply)

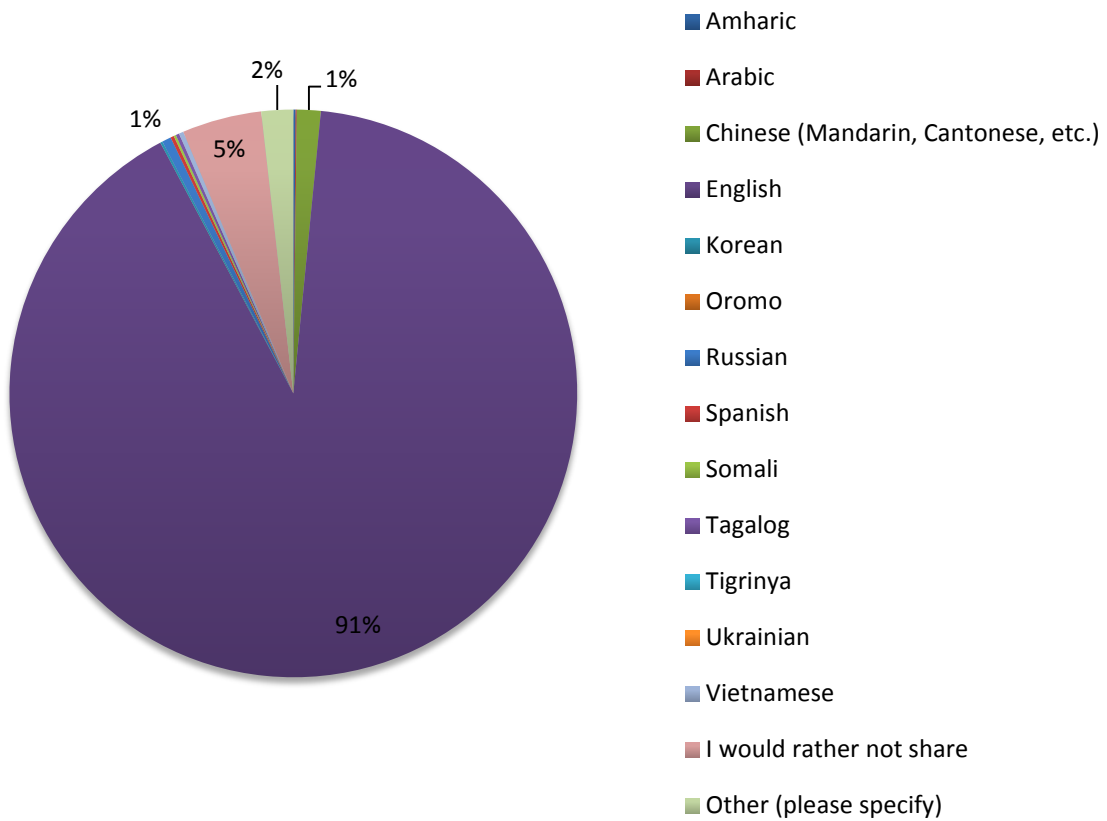
Total Respondents: 1,504



Other (please specify): Irrelevant. Color of skin does not make the decision to ride a bus or not., India, What does this have to do with anything?, Multi-ethnic., Arabic, It is getting harder running across the street to catch a bus when drivers have no cause to slow down and let pedestrians go!, White and Arab, Does it matter!!, why does it matter?, why does race matter? we just celebrated mlkjr day and you want my race? i have a dream....., Terran, Who freaking cares anymore!?, This is irrelevant. A person is a person is a person., Why does it matter? What really matters is that the transit system serves the citizens of the county in an effective manner., Pikachu has no race., Questions 23, 24 and 25 are irrelevant., It should not matter, if you need a ride - then you need a ride, regardless of what origination you come from., Christian, Irish, Cheeokee, German, & Scotch, My household includes a 13 year old and a 45 year old as well. We are all bus dependent., WHY DOES ETHNICITY OR RACE MATTER IN THIS, American, East coast south american, non-latino, I have never understood why this is relevant, tax payor nothing, color doesn't matter., East Indian, human being., Italian, European-American, Asian

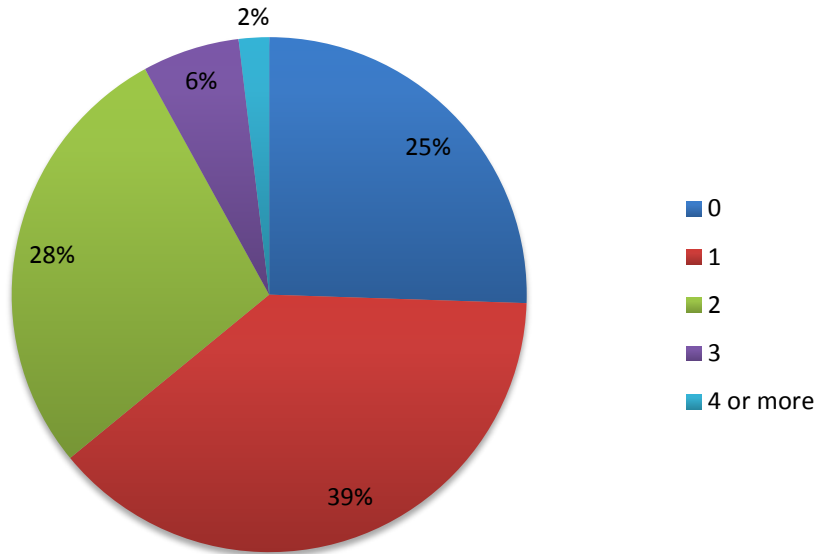
46. What is the primary language you speak at home?

Total Respondents: 1,518

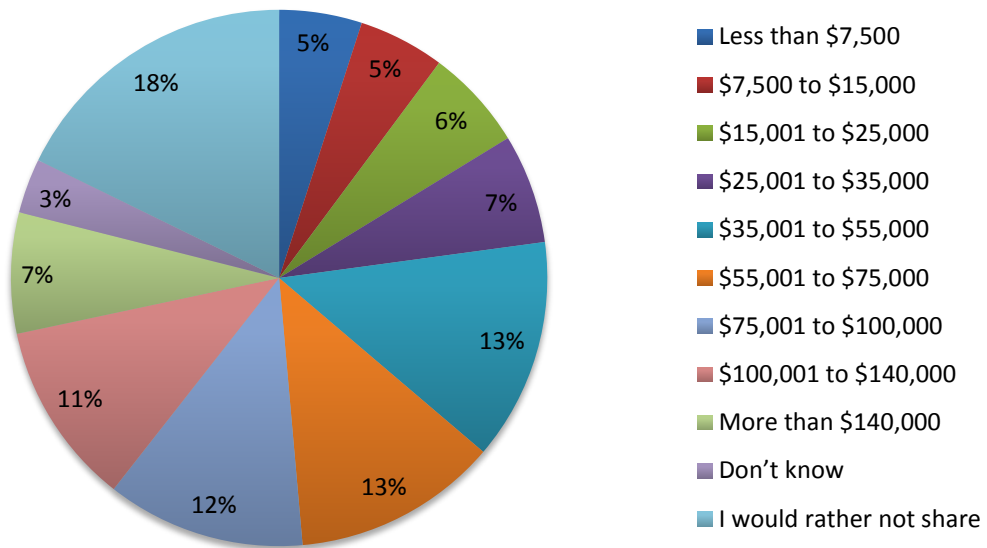


Other (please specify): American Sign Language (2), Bengali (2), Bosnian, Do Zipcar and Car2Go count as vehicles available to my household? Unclear., Dutch, German, Farsi (Persian), Feline, French (2), German (2), Hebrew, Hindi, I hope you have a survey in these various languages., Japanese (2), Klingon, not relevant, Pikachu speaks Pokemon, Portuguese (2), Slovak/Czech, telugu, Thai, We speak English and Spanish, WHY DOES THE LANGUAGE MATTER

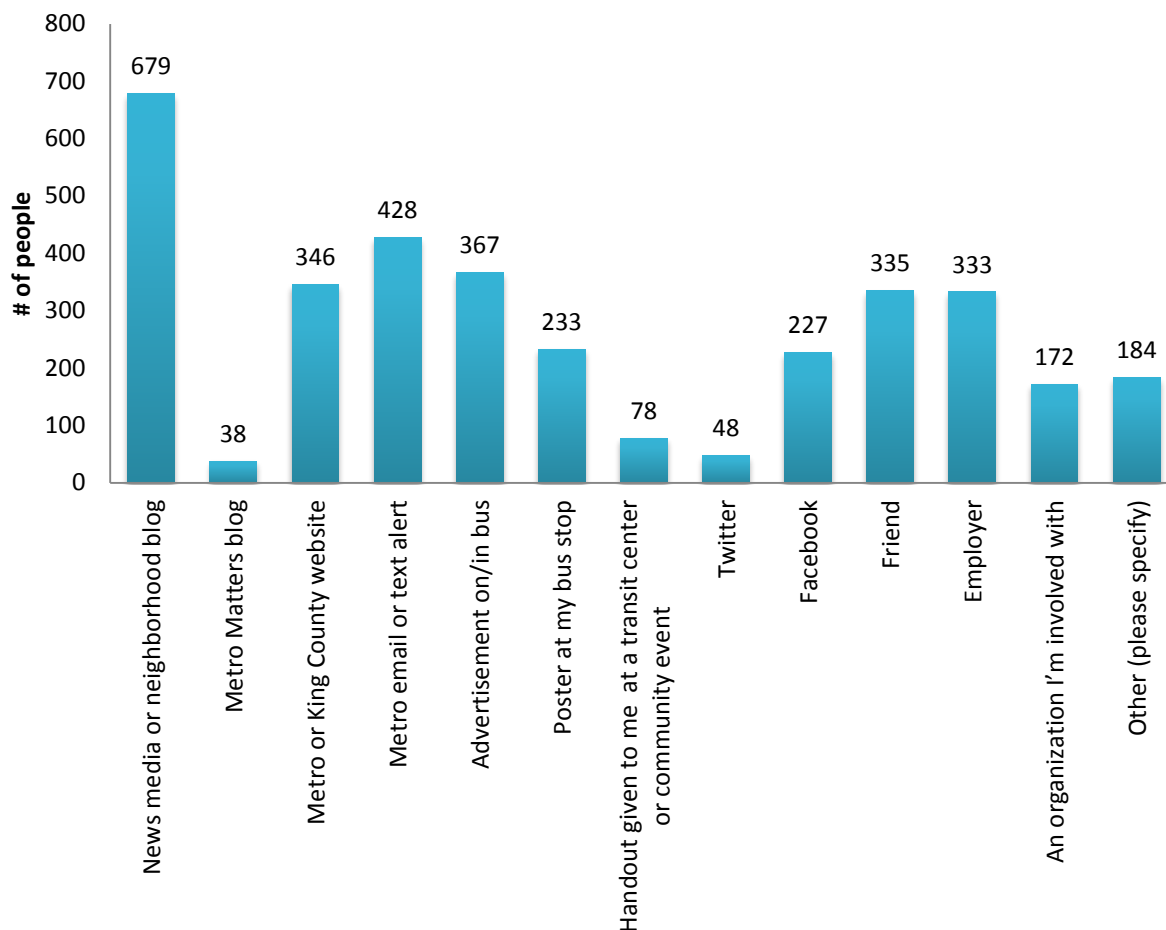
47. How many cars or trucks are available for use by your household?
 Total Respondents: 1,529



48. What is your annual household income?
 Total Respondents: 1,530



49. How did you hear about Metro's proposed service reductions? (check all that apply)
 Total Respondents: 1,525



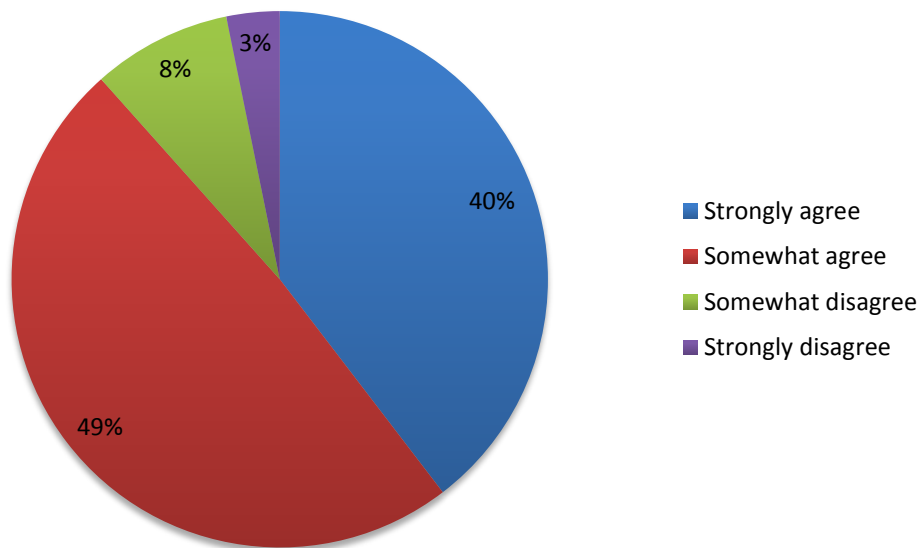
Other (please specify): A bus driver, A metro driver handed me a pamphlet, All that godddamned advertising you're spending money on., Another bus rider, another rider, ASUW (2), Ballard Blog, Bellevue Collet (2), Bellevue College newspaper, Bellevue College Student Gov. Bellevue Community College, blog, Bus driver (2), Bus driver announcement, Bus drivers, Capitol Hill Blog, Capitol Hills MOMs & Madrona Moms group, capitolhillseattle.com, college put us posters, Community mailing list, coworker, Coworker who works on transportation issues, Coworkers who will also be affected by cuts., District Council, driver, email, Email from an elected official, Email from Univeristy of Washington, emial from UW student body president, email notice, email through UW transportation service, email through UW Transportation Services., Email: Transportation Choices, Family, Flyer at library., Friend shared on FB, Holy Names Academy, housemate, Information provided by Metro at University of Washington, KPLU, Larry Phillips, King County Councilman, Larry Phillips; Kevin Desmond; Transit Riders Union; info slip on a 2-Madrona bus, Local Chamber of Commerce, mail from Metro, Multiple – it's big news, my bus driver, my daughter who was asked to participate in a survey on a bus on her way home from school., My father drive for Metro, My school, My University (UW), Neighborhood advocates, Neighborhood Blog, Neighbors, Neighbors,

49. Other (please specify) (con't): Neighbors talking at the corner store, newspapers and radio, Nothing put out by you guys. Government here works in the shadows., Notices set out in lobby of my apartment building, on a bus, On my company's intranet, other employees posted about the cuts and how we would be affected, other bus riders, Other Buss Riders, other riders (2), PhinneyWood Blog, politication emial, Poster on telephone pole., Reddit (8), Reddit.com, Riders area all talking about this, discouratd,

unhappy, School (8), School email (3), School notified us through emails, School that works for having after school activities, School, UW, School: UW, School-wide email, Seattle Public Library, Seattle Times (2), Seattle Transit Blog (6), Seattle TransitBlog.com, Senior Center of W. Seattle, Someone on my bus mentioned it, Speaking to bus driver, talking with fellow riders, The Mercer Island Reporters, the stranger, The Stranger newspaper, Transit Rider's Union, Transportation Services at UW, TV, TV news, University (2), University of Washington (19), University of Washington email (3), University of Washington mass email, University of Washington news letter, University of Washington Seattle Commuter Services, University of Washington Student Council, University of Washington Transportation/ Commuter Services, University of Washington, petition, University of Washington, Transportation Choices, upset riders, UW (7), UW commuter Services, UW email, UW Graduate Student & Professional Senate, UW notice, UW School President Emailed all students, UW sent an email to students, UW sent me an email, UW sent out an email to student, UW student body email., UW Student President, uw transit, UW transportation email, UW Transportation Office email, UW transportation services (2), UW Transportation Services email, UW Transportation Newsletter, West Seattle Blog (7), wife told me about changes to the 12., worker manager sent me the link, you've done a great job exaggerating cuts and alarming people. Your credibility is compromised.

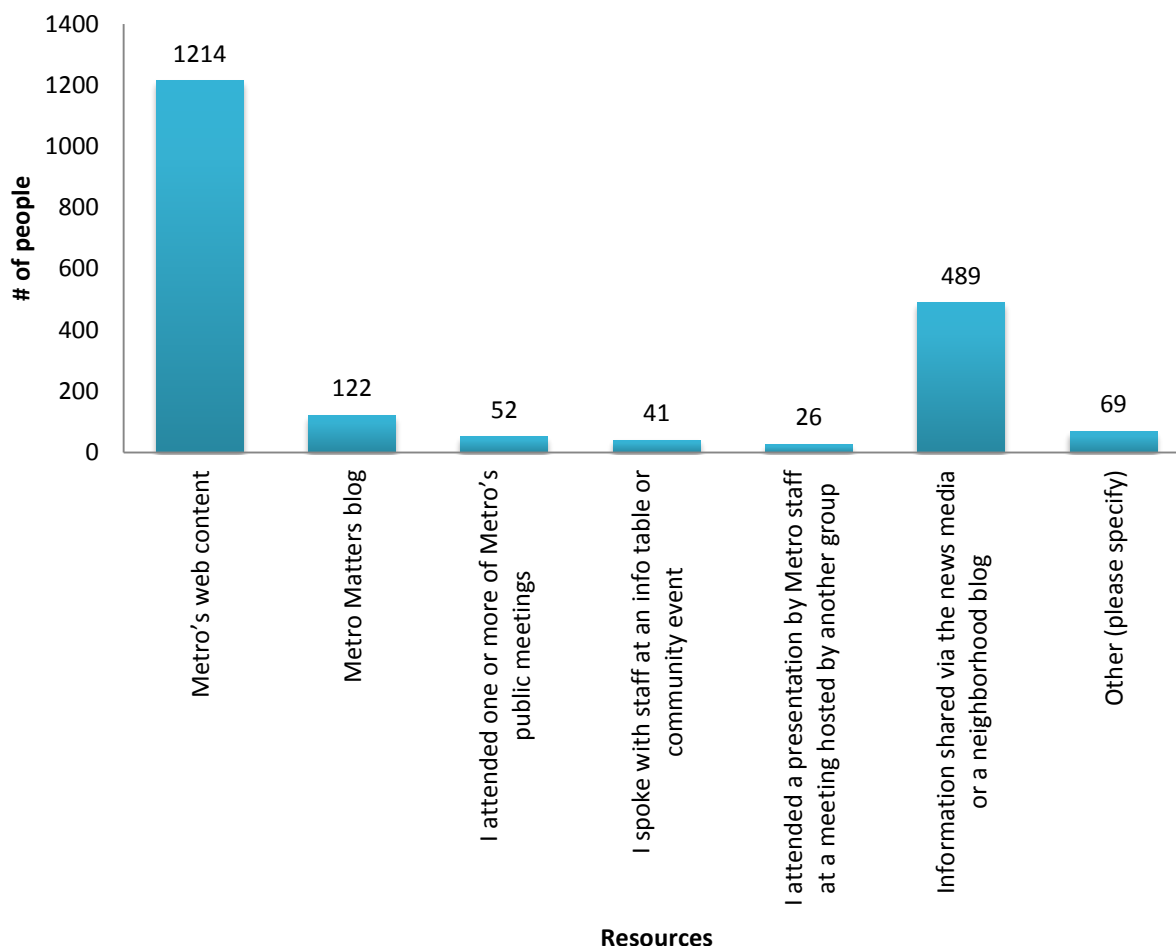
50. The notice, advertisement, and/or invitation to learn more and share your thoughts about Metro's service reduction proposal was clear and welcoming.

Total Respondents: 1,459



51. What resources did you use to understand Metro's service reduction proposal? (check all that apply)

Total Respondents: 1,428



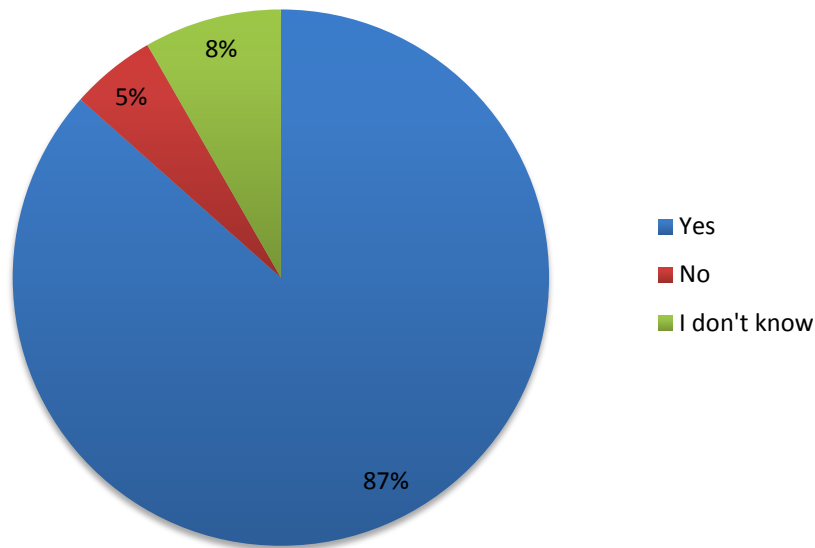
Other (please specify): An email from Metro was forwarded to me by a colleague., An email sent out by my union (LOCAL SEIU 925), Bus drivers, Capitol Hill Blog, Common sense! I understand why they are making the cuts, but I do not agree with the proposal., Da enter webs., discussion with friends and associates, Elected officials at Chamber of Commerce meetings, Email forwarded to me by a family member, Email list serves, E-mails from ASUW, Employee information through UW, Employer email notice, ETC Meeting with Commute Seattle and Metro, facebook discussion, Facebook/UW, friends, Friends, and my church, Georgetow Listserv, Gotta dig, though - you are opaque., <http://depts.bellevuecollege.edu/sustainability/2013/11/18/king-county-metro-proposes-eliminating-bellevue-college-bus-stops/>, I couldn't understand metro if i tried, I plan on attending the meeting in January, I search for information directly from people and various media providers., I still don't know the specific'sof the proposal., I was not able to attend the public meeting in Federal Way and it was the only one., I will attend Metro public meetings, I would have attended a meeting but I work multiple jobs and could not attend., I would love to attend one of the meetings but i work at the time of the meetings, I'm still hoping this is a sane world and you'll get the funding. So am not paying too much attention on specific reduction changes.,

51. Other (please specify) (con't): Info from my employer (UW), information among the riders, Information from my wife, Information provided by Metro supporters at University of Washington, Know metro employees, METRO email, metro's email through UW email, My Ballard, my boss kevin, my school, News from University, in person and through U-Pass, news media, newspaper (2), newspaper articles, emails from Metro, none, P&R lot information handout, Reddit, reddit.com/r/seattle, Seattle Times, Seattle Transit Blog, SeattleTransitBlog.com, Spoke with the person handing out flyers at the bus stop, STB,

talked to my friend and the bus driver of my route, the UW email that was sent out to all students, This survey, University of Washington Students & their personal stories & daily commutes, UW Daily, UW email, UW Graduate Student & Professional Senate, uw transit, UW Transportation/Commuter Services, was going to go to a public meeting but got sick, West Seattle Blog/link to metro's site from West Seattle Blog, Will attend Georgetown Community meeting in January 2014., word of mouth, Working too intensively to attend meetings.

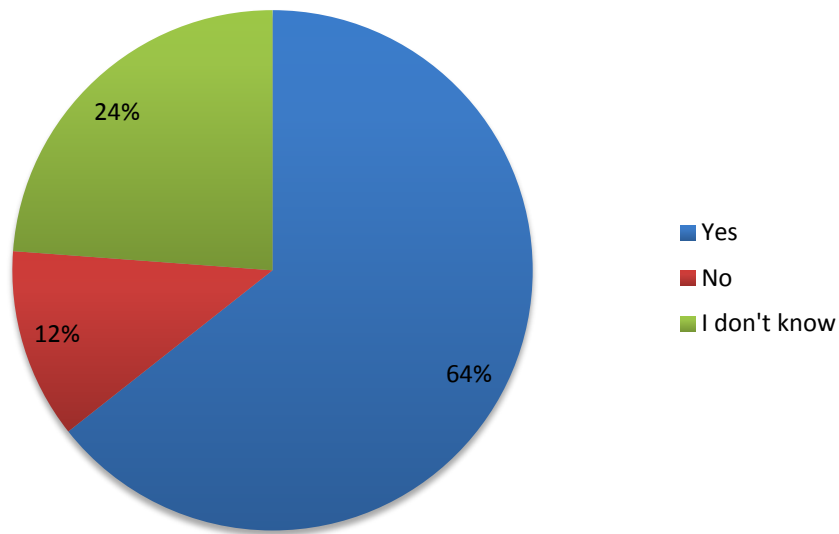
52. Did these resources help you understand the changes being proposed and how these changes would affect you?

Total Respondents: 1,459



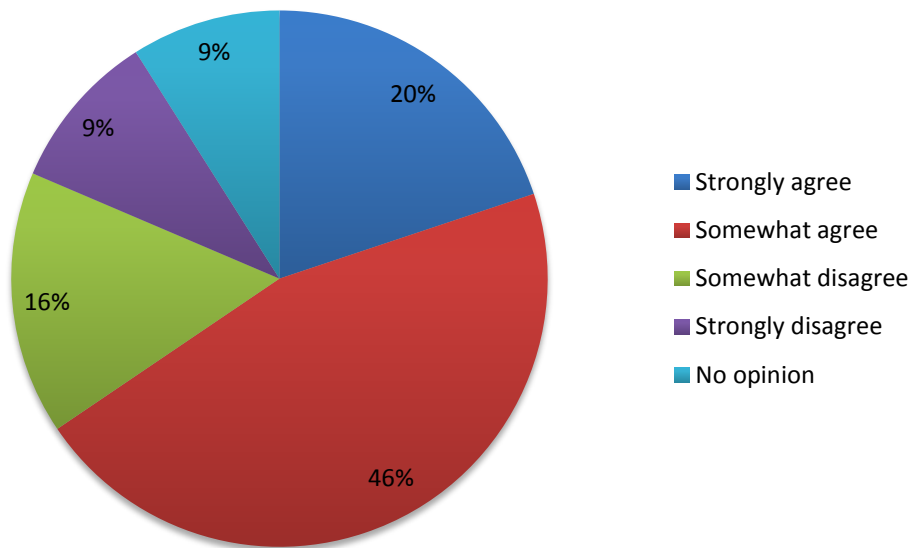
53. From the time you were notified, were you given enough time to provide meaningful feedback in Metro's decision-making process?

Total Respondents: 1,455



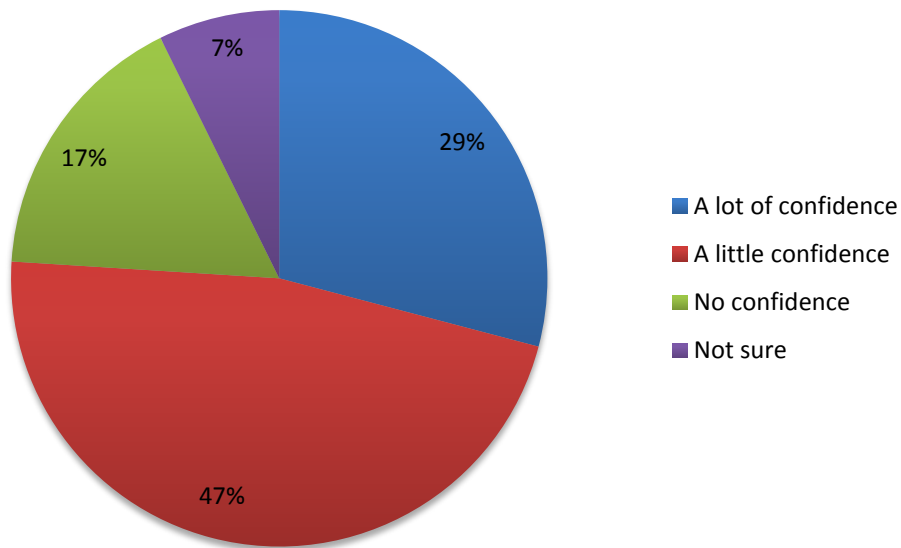
54. I believe that taking the time to share my views will result in better decisions being made about service reductions.

Total Respondents: 1,481



55. How much confidence do you have that Metro is doing all that it can to meet the community's needs while making the best use of resources?

Total Respondents: 1,485



56. Please share any additional feedback you have about our outreach process:

Total Respondents: 236

<p>My family and I appreciate what Metro has done for the community over the years. Especially during the Seahawk's victory parade, all Metro employees were very willing to assist everyone in the tunnel and downtown area. Three of my household members take the metro to go to work / school at the U of Washington, we really hope that the routes will not be cut down tremendously. Thank you so much!</p>
<p>Your agency has lost its way and should be dissolved. Whatever original purpose and focus you had has been lost and the current professional and managerial staff you have will never find it again. You are beyond hope. Everything every transit agency around here has done since the light rail funding elections proves this. All of you are ALL WRONG.</p>
<p>I thought the entrance into the survey was confusing. Instead of getting a survey I got a calendar and then verbage, until I persisted to get into the survey itself. Once you hit the survey button, a survey should appear. Then if you want me to read stuff before completing, say so clearly and lead me into info' and back to survey.</p>
<p>I really appreciate the service metro provides and the professional way they deliver that service.</p>
<p>I missed all of the public meetings because I was either informed the day-of and couldn't rearrange my schedule or they were planned in the middle of the working day. The types of people who can tell their boss that they are going to take the afternoon off to go to a public meeting are not the type of people who are riding the bus.</p>
<p>Ya'll suck.</p>

<p>I honestly think metro's management is found lacking. Everytime I call to get information I met with a bad or indifferent attitude from the representatives. The representatives I have dealt with make it liek they're doing me some kind of favor to answer my questions or assist.</p> <p>Also, off topic I called to address having to stand while I was pregnant and I was basically told if I were to get hurt then I could file a claim and if I wanted to ask the driver to tell people to let me sit it would be up to the driver if they wanted to or not. How unprofessional of Metro. You really should have a policy in place for pregnant riders to have priority seating.</p>
<p>You only want feedback that supports your pre-determined decision. I have no confidence that you will pay any attention to what I might say.</p>
<p>I don't blame Metro for this mess but rather the legislature.</p>
<p>Announce on busses during commute times to check in on "this route". People don't pay attention unless it affects them directly, so be direct. Warn them that this route maybe affected.</p>
<p>Thank you for the services that Metro provides to the Seattle community!</p>
<p>Ask some big corporations to fund you.</p>
<p>Metro is doing the best they can with not enough resources. They need funding and support to increase services.</p>
<p>I hate this "outreach process" its empty, long, confusing, painstaking, annoying, and probably worth nothing. I doubt any of this will be heard</p>
<p>Sadly, the folks who may get affected the most are the least likely to know about the cuts and be tuned into the Internet to know how to lobby.</p>
<p>I was wondering how much it costs to have all the interpreter services that are available? Cutting back on interpreter services seems like it would be a good way to reduce costs. Only having printed options for languages besides English or spanish?</p>
<p>There needs to be a way to determine how Metro will proceed beyond the money it might save. If changes are made that fit an every tightening budget, but the community starts to come apart because of it - then the decision making will be flawed.</p>
<p>Keep the surveys coming! ALLOW PEOPLE TO SHARE!</p>
<p>I think Metro is doing what it can, I think the problem is that politicians do not prioritize things of societal value, like public transit, over things of individual value, like personal cars.</p>
<p>Thank you for reading my feedback.</p>
<p>I went to one of Metro's "community" meetings prior to a previous proposed reduction in service, which was a poorly organized, complete sham. They were not interested in hearing from the community. I have no confidence in Metro's ability to address community needs or operate efficiently.</p>
<p>During the last major transit cuts, I went to many outreach meetings. I found the the outside marketing teams hired by Metro had very little understanding about the issues. They seemed to be paid to bully people into agreeing with them and were incapable of listening. The worst case of this was at a senior center that I brought my elderly mother to at her request, because she her freedom and mobility has been negatively impacted by the previous cuts. The team at that event were bullying the seniors into agreeing to ride Rapidride although it was over a mile walk from the senior center and would not serve their needs.</p> <p>My mother was told at that Metro marketing event that Rapidride would solve all problems, but she is afraid to ride the D-line because there is rarely a place for her to sit, no one gives up seats for the elderly anymore, and standing is dangerous for her because the RapidRide buses have no bars or handles for her to hold on like the regular buses. She's afraid of falling. Who decided to buy these buses that do not accommodate elderly or handicapped riders?? Why don't drivers make lazy young people get out of seats and let elderly and handicapped riders sit down?/</p>

<p>Outreach is good.</p>
<p>The University of Washington is strongly tied into diminishing cars on campus. This is by supplying bus passes. What will the extra car traffic do to the city?</p>
<p>While I understand that budget constraints make cuts necessary, it is very frustrating to have this great resource constantly be reduced! I do really appreciate the variety of opportunities for feedback on these service changes and cuts, because for regular commuters even small changes like merging routes could make a significant impact on daily life. It's nice to have a chance to be heard.</p>
<p>It seems to me that too many buses are empty, returning to base (North Base mainly in my case). Surely there could be some east/west transportation that is not being offered.</p>
<p>You're doing the best you can with resource constraints.</p>
<p>RE. #34, I am confident that those at Metro that are required to find ways to make cuts are attempting to make cuts in the most fair ways possible; however, I am not confident that elected officials capable of proposing a tax or fee for those that own vehicles or could withhold a new income tax or higher property tax are doing all that they can to meet the community's needs.</p>
<p>Your outreach will need to expand at the University of Washington, as municipal and regional transportation infrastructure continues to develop for the University District over this decade.</p>
<p>This is just a plea to find the revenue to not cut services and let's EXPAND metro services.</p>
<p>The only meeting I went to was in the middle of the day. I hope you have other meetings after work (with childcare!) for people who work normal 9-5 jobs.</p>
<p>Metro has great drivers and many efficient routes. What is needed is a more supportive public that supports funding for continued service and clear enforcement of road rules as well as better crossing options in certain areas along some routes. Over time, I have contacted Metro to alert them that there are unsafe areas for crossing certain streets like NW Market to get to the bus stop, and the only reaction was that "the city of Seattle wants to move traffic quickly through this area".</p>
<p>Thanks for all the hard work, I hope that we can figure out a way to make ends meet.</p>
<p>For the record, I see this as a failure on the State's part. I think King County wants to do what's best but the proposal put forth is a failure nonetheless. I appreciate the outreach you've done and while I have no confidence in this survey influencing anything, I do hope your efforts spur the public to demand more from their State reps.</p>
<p>Please see comments entered in first few questions.</p>
<p>Spend less money on Rapid Ride so enough is available for keeping routes that people need to get to a major workplace.</p>
<p>I am happy that you offer this survey so that we can provide our input and feedback. I hope that it provides you with the information you need to revise your proposed cuts.</p>
<p>it is easier to force spreadsheets to balance than to find real solutions to our problems. i hope metro executives will do the right thing.</p>
<p>I am not all confident that Metro manages its resources well and is top executive heavy. Their salaries are excessive especially in the current economic climate and are being rewarded for poor service delivery.</p>
<p>Thank you for working with the riders regarding Metro's reduction of buses and for making the survey. I hope the riders' comments, suggestions, and thoughts about the removal of a lot of buses will be considered in the decision-making process. Metro has gone a long way in providing great bus services and we hope that there will be not further cuts to be made.</p>
<p>Please find ways to not make cuts to the UW.</p>

<p>I don't think it is Metro's fault. It is the fault of the politicians, who are too cowardly to tell the people what they need to hear: that services cost money, which is usually collected from taxes, and that citizens need to pay taxes to live in decent cities.</p>
<p>Why did Boeing get big tax savings and we have to pay more?</p>
<p>Get back to one overall Metro bus service. That is the only way it can be efficient and feasible.</p>
<p>I think the issue is more about a lack of funding than Metro not doing a good job managing service with the resource given.</p>
<p>Thank you for notifying people. I would appreciate if you perhaps had a more available survey process than online. It was somewhat difficult to locate, and not everyone has access to a computer, particularly people who are low-income or homeless, but rely heavily on Metro service for their livelihood.</p>
<p>But then the impact that Olympia has on Metro is also reflected in my No Confidence selection. This needs to be worked out without always raising prices and reducing services. There are other options. Reduce the salaries of the ones who 'serve' (represent?) us to a fair and equitable income rather than giving themselves raises off our backs. Metro needs to provide service to All people, not just the minority/low-income demographics.</p>
<p>Cars and Air Pollution According to the EPA, in typical urban areas cars, buses, trucks, and off-highway mobile sources such as construction vehicles and boats produce at least half of the hydrocarbons and nitrogen oxides. Even though nationally these pollutants are created from a great variety of industrial and combustion processes, the personal automobile is the single greatest polluter. Many people typically associate air pollution with the billowing smokestacks of large industries. Air pollution emissions from each individual car are generally small. America's population of automobiles and drivers are increasing. This combined with the traffic congestion of urban areas results in a very large amount of air pollution. The emissions from the millions of vehicles on our nation's roads each day contribute substantially to our air pollution problems. Driving a private car is probably a typical citizen's most "polluting" daily activity. The power to move a car comes from burning fuel in an engine. Pollution from cars comes from by-products of this combustion process (exhaust) and from evaporation of the fuel itself. While ozone is not emitted directly from automobiles, the unstable compound is formed in the atmosphere through a complex set of chemical reactions involving hydrocarbons, oxides of nitrogen, and sunlight. The rate at which the reactions proceed is related to both temperature and intensity of the sunlight. Because of this, problematic ozone levels occur most frequently on hot summer afternoons. When ADEQ issues an Ozone Advisory or Alert, we suggest certain voluntary actions to help reduce ozone formation: Limit automobile use by carpooling, walking or riding the bus. Avoid driving during congested "rush hour" traffic and at lunchtime. Postpone or combine errands. Replace face-to-face meetings with conference calls. If possible, telecommute and participate in flextime or compressed-work-weeks. Keep your car well tuned and avoid jackrabbit starts and excessive idling. Avoid use of oil-based paints and solvents. Refuel motor vehicles and mow lawns during the late afternoon or evening hours only. The majority of these suggested voluntary actions relate to how you drive your vehicle. To help you better understand the significant amount of positive influence that you can have on Arkansas Air Quality, we have provided some interesting information.</p>

<p>Several times I attempted to find out what the exact changes were going to be. The link that my manager sent me was the first time that I managed to get exact information. I'm not sure if more information became available or I was just more successful in my attempt knowing that the change decisions are coming.</p> <p>I do not understand why Sound Transit never seems to have funding issues and Metro always does. I lived here when Metro moved from being a Seattle entity to being county-wide. Would I vote differently now? Hmmmmmmmm????</p> <p>I think that it may be time to combine all the bus entities - Metro, Sound Transit, Community Transit and Pierce transit into one transit entity and eliminate the redundancy of middle managers and other personnel.</p>
<p>I appreciate the staff's work to make sure the public knows about these impacts.</p>
<p>I think Metro staff are doing a good job with a tough situation. However, I think that the #41 route's patronage has been underestimated badly, and it is going to get worse if more buses are not added during peak hours.</p>
<p>I know that King County Metro Transit is doing all they can provided all that is going on. I know of at least one operator at King County Metro Transit that works full time at Alantic Base whom will vote no for Metro and always does. But me I always vote yes for Metro and always will.</p>
<p>I think I've said it all quickly and with total sincerity on pg. 2.</p>
<p>I really think you should have a bus to help older people and people who don't want to pay for parking all the time at work.</p>
<p>Wonder how could Metro get to this point for Seattle who spent funds to do bike lanes and some one in the Council did not do ther job</p> <p>Do you realize how bad cuts here in West Seattle and the city could affect the people business people schools?</p>
<p>Thank you for your efforts. I can imagine this must be incredibly challenging</p>
<p>Seattle needs to start it's on bus service and cut off the county from the tax base.</p>
<p>I've only seen signs about service cuts on buses in recent weeks up until then the matter was presented by news outlets as a tax discussion in Olympia so while there has been an awareness of the structural problems, actual notification about the opportunity to comment on cuts seemed to come only after the cuts have been decided upon.</p>
<p>You are not reaching out, sincerely, to the drivers.</p> <p>My brother is a metro driver so I hear about all the ways in which the drivers are ignored or discounted, and how unhappy many of them are with their jobs. If management had a more cooperative attitude, involved the drivers first in trying to figure out how to cut service, then I would feel that Metro was doing a good job by directly involving the people who know the most about what works and doesn't. Of course their input has to be tempered by the big picture, but it doesn't sound like there is a collaborative spirit between management and workers, which means that management is not doing a good job. And if they aren't doing a good job here, with the people who actually deliver the service, without whom there would be no service, then how can I trust that they are doing a good job in the bigger picture?</p> <p>The old days of management telling people what to do are over - you're doomed if that's how you are running your shop. It has to be collaborative and that will take time, because of the ill will that has been built up over the years and because you will need to figure out new ways of working together.</p>

<p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p> <p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p> <p>I will not vote for any funding that includes bicycle projects. It has NOTHING to do with meto bus service.</p>
<p>I understand it's difficult dealing with a shortfall. However my main complaint is that you're cutting services but put all that money into branding for the rapid ride as well as putting up new bus shelters (that are nice but unneeded) and putting in those kiosks down town with the One Bus Away app. All those things are nice and all but totally unnecessary and no help to the public when their service is being cut.</p>
<p>Outreach for the sole purpose of saying you did, is pointless.</p>
<p>YOU'RE LATE OKAY COME TO NOVA HIGH SCHOOL AND HAVE A WORKSHOP ON THIS IM SURE THE STUDENTS WOULD WANT TO ATTEND IT FOR CREDIT AND WE'D ALL GIVE A FUCK ABOUT SOMETHING FOR ONCE</p>
<p>Whatever Metro does or doesn't do, I'll manage because I have the resources (financial and otherwise) and am articulate enough to get what I need. What really disturbs me is that Metro is screwing the people who have the least resources and the least voice; my choice of language is absolutely deliberate.</p>
<p>King co. metro is one of best transit systems in the country. Keep it up.</p>
<p>In riding Metro since news of the cuts came out, I have seen nothing on the many bus lines I have ridden about service cutbacks except one early, tiny, one-sheet announcement. There were no petitions, nothing like a route schedule handout that details the changes. There was no mention of the Metro Matters blog. When I mentioned the loss of Route 31 to riders last fall, they were astonished and dismayed -- most have still not heard a thing about the loss of this line, much less taken in what the huge proposed changes to Routes 19, 24, and 33 will do to daily commute time to and from downtown and the ability to get to Fremont, the University, or anywhere in north Seattle -- just to mention the Magnolia area.</p> <p>I have contacted my representatives, and they had nothing to recommend, though I did learn the names of representatives for the Fremont and Wallingford areas, which I will use to create a flyer of my own on these proposed changes.</p> <p>Metro's Transit union actually has the most helpful and proactive recommendations, and has scheduled large public meetings on the cuts. Why has Metro itself not been more active in speaking up for itself, and in encouraging its riders to take this issue to their representatives?</p> <p>This outreach questionnaire is clear enough, but quite antiseptic in feeling. One gets the sense that while Metro is curious about how proposed changes may affect people, it really does not care. It makes Metro appear entirely willing to go along with the powerful interests in Olympia who feel that adequately funding Metro is not important. Metro has, however unwittingly, made the "We'll get you there!" promise, made in advertising displayed on the buses themselves, startlingly unbelievable.</p> <p>If Metro is exerting pressure on King County and Seattle city government to get adequate funding, where are we going to hear about this? Do you want people to fight to support Metro or not? I read a lot of news and I am not seeing anything to show that Metro is on the side of its riders.</p>
<p>...I think there should be none of that, I do not think it is time to do this, only if we as people and our government is in serious financial problems where we cannot keep one bus then, I may as well not have the job after school to just fail, that is my opinion.</p>

<p>In responding to question 34, I have been absolutely outraged by the money spent on Rapid Ride and feel like its name is all wrong and way too much has been spent on its false image. Perfectly good bus shelters torn out and replaced. Uncomfortable flashy new buses with Wifi that you can't actually use because the bus is jam packed and you are standing. Fancy new reader boards that will soon be covered in graffiti. How much more will Metro spend on maintaining these tech heavy facilities?</p>
<p>mostly for show.</p>
<p>May be you should reduce the service but not cut the entire route.</p>
<p>I think you have to begin with the fact that historically Seattle transit is a dysfunctional joke that has created little confidence in change occurring. For example look at the years of money/time/votes totally wasted on the monorail. This said, the somewhat recent conversion to the logically combined Orca pass makes sense and lightrail extension is in progress. At the same time, inane streetcars are being installed to completely ruin functionality of many areas. This said, start with the fact that the records shows dysfunction and defeat of anyone trying to improve it, then recognize that it's not just the financial national crisis that depleted the government reserves, it's years of non-planning and corporations getting away with not paying their share... THEN acknowledge the political climate that most citizens do not even understand the concept of public service or that "public" by definition means it's paid through taxes. Once all this is understood, create outreach that first and foremost outlines how specifically people can make a difference, with guaranteed results. For example, we need this many votes to pass a tax increase, that means we need you and three of your friends to vote for it. Make it tangible. Make it a civic obligation. Make it everyone. (e.g. Amazon has a certain percentage of the voters, therefore Amazon Executives should be responsible to encourage "x" number of their employees to vote for it....</p>
<p>Regarding question #36 below: It isn't clear to me if this email notification will be the same as the one I'm already signed up for or something additional. Consequently, I am declining to sign up.</p>
<p>Realize that many people are just trying to survive which often involves being able to get to work. This is not a funny situation and should be given every opportunity to be resolved. Don't blow smoke; stand behind what you say!</p>
<p>When one on one, be it driver or reps at an outreach meeting, I find Metro employees to be helpful and dedicated, and part of our community. I don't know where along the money chain we become disconnected.</p>
<p>There are 2 Metro employees working in the bus tunnel during peak times to help with loading the bus. Why 2???? I have never seen them both needed at one time. Reduce staff, reduce pension, reduce routes that do not generate enough riders. If a route is reduced to once an hour instead of twice an hour, riders will adjust. If buses can loop inside areas to take you to a transit station where buses run more frequently and efficiently, then that would make sense as well. Adding taxes should be the LAST place to go for funding. Eliminate waste within METRO should be FIRST.</p>
<p>If you ever actually corrected your stupid spending habits and became financially stable then I would think that just maybe you were listening to this stuff.</p>
<p>I feel that these changes are going to make it more difficult for commuters to get to and from work each day.</p>

<p>I have little confidence Metro is adequately representing the interests of itself and its riders, or the societal benefits of them. I say this because for the past several years, Metro has been shifting and reducing service, rather than expanding the system as they should. I understand the economy has been hard on budgets, but the state has repeatedly provided tax breaks to profitable corporations while cutting bus service. Your efforts to secure and expand your budget is failing, and I have very little confidence in Metro's ability to do so.</p>
<p>I think metro truly does the best that it can to inform the community and solicit feedback.</p>
<p>I am fortunate in that I can live without a car-I don't have small children, play a cello, or have to carry a load of gear to my job. I have resources to stay informed and give feedback. I doubt if the people who are most affected are as fortunate as I.</p>
<p>None</p>
<p>Give me a break you don't care about anything but the \$.</p>
<p>I'm glad that on the surface at least. I hope that you are truly listening to us.</p>
<p>Please improve service rather than cut back. At the very least, keep what service we have. Consider operating smaller, more efficient, more nimble buses. Increase fares if necessary to keep or improve service.</p>
<p>I'm thoroughly disappointed with the management, the decision makers at Metro. If even a single one of these people utilized the bus system to make it to work (and everywhere else that they go--like me) you would notice a different approach with regard to how to lower your costs. Would you like to know how I, a citizen, think you can probably lower your costs in a more effective way? Dismiss a very significant portion of the administrative department at Metro. Sack a few of those in charge, and, in their place, bring on board some fresh minds (with a little accounting background). Getting rid of the Ride Free Zone wasn't enough? Now you want to force everyone who isn't rich to move out of Seattle?</p>
<p>I appreciate the opportunity to participate via this survey.</p>
<p>Consolidate services will reduce the impact</p>
<p>Question #33 leads me to think that you are seeking community input simply to make the community feel better about the pending cuts...and that the point is not to really look at the input of the citizens before making the schedule changes. I don't want to just believe that taking the time to give my input will make a difference, I want to be assured that it will! what evidence have you provided the citizens that Metro has done ALL it can to meet the needs of the community before making these schedule cuts? What have you done to assure our confidence?</p>
<p>All-in-all, you've done quite well in this regard, despite the obvious biases built into your questions.</p>
<p>Like I said you're nonresponsive on all previous contacts about 226 and 245. I do not believe you will do anything right this time around, either, and you will continue to squander millions of taxpayer dollars.</p>
<p>Everything about your agency and your kindred agencies tells me you will do the worst things with the dumbest impacts and for the least utility and savings. You haven't made a right move in 20 years or more so why would you start now? Though even a blind dog finds a bone I do not believe you will be so lucky. Skilled? Not at all. Just do us all a favor and shut down.</p>
<p>I have confidence that Metro is trying. Please keep us updated with any progress and my confidence may increase. Please have another round of community conversations. Thank you for your attention.</p>
<p>I understand that the problem is at the state level of politicians. We need more advocacy there.</p>
<p>I am glad and encouraged to have the opportunity to fill out this survey and express my thoughts on all the proposed changes.</p>

<p>Good luck, hopefully more funding and solutions come up.</p>
<p>I don't think the County Council will listen to the heartfelt feedback of the citizens who are affected most. I work in social services, the cuts of the past few years have hindered the most needing of people far more than they have my lower/middle class family and friends. In my experience, the County Council has failed the people that need their wise actions the most. It saddens me deeply to see my city, and the greater King County area, take such a path.</p>
<p>The meetings are during work hours, and frankly, I don't see how a meeting really helps. We need to get more funding, and our actions should be focused on that.</p>
<p>I didn't know about this until I did my own research because I heard that transfers were going to be wiped out. More info on the bus and at stations please! And is there any compensation for workers if they're more affected?</p>
<p>Please understand that those most likely to be impacted by the proposed service cuts are not able to come to a meeting or even log on to a computer to give feedback. You need to have in person focus groups at schools, churches, grocery stores, Starbucks etc., hospitals and other places where people are or can readily access, and at times that are convenient for working people. Have a youth survey. Go door to door to hear from the elderly and shut in.</p> <p>Go to the community and learn of our priorities instead of forcing us to come to you when it is already too late and decisions have been made - on our behalf. Get on a bus (one that's facing service reductions) and survey the riders right then and there if you really want "community engagement". Not in downtown Seattle but out in the community. Ask the CDC for funding to do a South county health impact assessment and I'm sure you will find that we are underserved and the lack of transit options limit our ability to access healthful opportunities if we cannot get to them in the first place.</p>
<p>I'm not sure my answer to question 34 is fair, since the source of funding resources may be beyond Metro's control. Our elected officials should be doing more to either get people out of their cars or to make all those cars that only convey the driver to the desired destination pay extra for the privilege of causing so much congestion on the roads and bridges. If they paid more of the cost, this money could be used to provide better transit options. Cutting transit will only increase traffic congestion. Maybe the sales tax is not a good choice of funding for transit -- it might make more sense to increase the tax on gasoline, for example, and designate the increase to the creation of alternatives to one person per car.</p>
<p>I don't think Metro has been doing enough outreach before making decisions about which bus lines to cut -- most outreach has been happening after the decisions appear pretty much set in stone. I've heard a LOT of West Seattleites complaining about how few bus lines are left in that area, and how some students have to walk more than a mile to get to any bus stop.</p> <p>Also, in the middle of all this talk of bus cuts, Metro hasn't really asked King County residents "hey, what do you need from us?" I think some of the bus cuts wouldn't be so bad if Metro added major bus service that ran East/West through Seattle instead of concentrating on providing major bus service that mainly runs North/South.</p>
<p>Please know that I am grateful for bus services. However there are limited bus services in certain areas of Greater Seattle such as South Burien, Kent/Black Diamond, Lynnwood, and other cities North of Seattle!!! So the furthest I could move out of Seattle is Northgate area or N. Burien or West Seattle and Federal Way or Tacoma without being stranded for hours a day - But that sucks because rent is less \$'s a month in those areas; so I am stuck paying top \$ for rent so I can ride the bus system where it is safe for me.</p>

<p>Bus service to Issaquah, Snoqualmie and Eastward is always standing room only from downtown to Eastgate. Please consider dropping the Eastgate stop for some of the buses, which is where the majority of passengers disembark. Also, Sound Transit #554 should not stop at Eastgate, This would allow passengers a seat for the ride beyond Eastgate. Many times I have watched a 212 traveling down Second Avenue with few passengers. Eastgate bound passengers should be taking the 212 rather than the 554.</p>
<p>Several years ago service cuts were made because Metro could no longer sell advertising Wraps which had previously been a revenue stream. Now that this is once again an option, businesses should be solicited for more advertising money.</p>
<p>METRO DOESN'T CARE ABOUT ANYBODY WHO HAS TO USE ANY OF THESE SERVICES!! METRO JUST WANTS OUR MONEY!!!</p>
<p>You are neglecting non native speakers of English. Community meetings have not included poor areas not just Southwest Seattle.</p>
<p>As a government-run organization, I do not believe that KC Metro is run as efficiently as it could be.</p>
<p>I hope enough people fill this out for it to actually have an impact.</p>
<p>I work for the City of Seattle and I've seen first hand how the this economy has hurt programs and services. Metro has had to take a lot of cuts, despite the fact that ridership is up and the service is essential to the community. In general, I think they are doing the best they can to provide service to the public. It's really the budget they are being given that is causing the problems, and there isn't much they can do about that.</p>
<p>Q34 is hard to answer. I think that there have been some good cost cutting measures. There need to be more resources to maintain the appropriate level of service. What power does Metro have over its own funding?</p>
<p>King County Metro and Sound Transit need to be working cooperatively. This household believes that Sound Transit impedes KCM's ability to service properly it's community -- and in essence stealing its resources.</p>
<p>I made a complaint about lack of customer service on a ride where there was a re-route b/c of an ER situation on the route. I have noticed since then changes in both how the driver interacts with the passengers in a similar situation, but also metro personnel--a person in a van came to the bus stop I was waiting at, informed everyone of the ER situation and directed us to an alternate stop. I felt like my concerns were heard and responded to. Thank you.</p>
<p>Please consider: 1) Holding meetings in the evenings for those riders who work during the day. 2) Taping a presentation held at the meetings and putting it on your website so that I can link to it and advertise it via FB. 3) Providing advice and contact information on how to give opinion to the legislature or other that can help about this... LINKS? Where do we go with our concerns? Thank you and best regards.</p>
<p>I have given feedback for several years re: Issaquah's over-crowding. It improved for a short time with 214, 215 and 554 serving at peak hours-but the schedules have been cut again. Racing to work the bus to get a seat is stressful-I just may start driving-LESS STRESSFUL!</p>
<p>I will attend the meeting tomorrow noon at Sound Transit headquarters. Please answer all the questions that are raised by the public.</p>
<p>I feel metro is taking the easy way out by reducing/cutting service outside of Seattle.</p>

<p>I feel public transportation is very affordable in the US compared to other countries I've visited. So I feel raising the fair is the reasonable option. Maybe we could subsidized tickets for low income people. When they first mentioned the toll on the 520 bridge I was horrified because I thought it would be hard for people to pay it. But judging from the traffic on the bridge people are managing.</p>
<p>I hear lots about cuts, but I hear little about solutions to keep the buses.</p>
<p>I'm really happy to learn about the service guidelines. I think it's a positive thing that I heard about proposed changes from so many different sources. In general I have felt frustrated that Metro has been using scare tactics to levy public opinion. (And this is as a very liberal pro-taxation transit rider. I can't imagine this winning over the conservatives.). Over the four years I've lived in Seattle my costs have continuously increased and my service continually decreased. Maybe the missing link is more PR on which specific changes Metro has already made to improve efficiency. We see the tag lines, but not necessarily the evidence.</p>
<p>If funding for transit cannot be sourced, then a proposal for an increase in sales taxes should be proposed to the people of King County to vote upon.</p>
<p>I won't change management money for metro services. I keep our service spanding.</p>
<p>We need a county wide vote--why isn't Metro pushing for this now?</p>
<p>HOW ABOUT HAVING THESE MEETINGS WHEN WORKING PEOPLE CAN ATTEND THEM</p>
<p>The decisions may well have been made; I'm just hoping a little money can be directed to public transportation to save some of the routes.</p>
<p>The outreach process has improved</p>
<p>Your transit planner and customer service are horrific. You need to share resources better with ST and other agencies.</p>
<p>I'd encourage staff to ride some of the routes and runs affected to talk with riders directly. Brochures on the affected bus routes would hopefully be cost-effective. That said, there are some suggested restructures and cuts I do support (e.g. getting rid of the duplicative 7x, 158, and 159), and I appreciate the opportunity to express my support for them.</p>
<p>A billboard listing which routes will be changed should be posted so users can specifically identify their concerns. The billboards in the bus tunnel were very easy to spot, but rather cryptic: no exact timeline for route changes was listed, or which routes would be affected. Every person in my party had questions.</p>
<p>I hope that this survey is not just for random statistical information. I hope that this information is used to form a better metro bus platform that we can all benefit from.</p>
<p>Expresses should not be touched because people use them to get to work. I can understand late night cuts but you are harming the regional economy by cutting express routes especially the 48X which is FULL to standing room only capacity yet you claim is "Underperforming?!"</p>
<p>Outreach should be broader for those who are taking the heavy routes.</p>
<p>I want my tax dollars to support Metro!!</p>
<p>I really don't understand how cuts are the only option... the comment that metro can't raise fares because it will be "cost-prohibitive for people who have low incomes and depend on transit" makes no sense, when the alternative is to just cut services instead. How does that not affect people who have low incomes and depend on transit?</p>
<p>Metro should do more to have riders contact their legislators since they are the ones who make the funding decisions to solve Metro's problems.</p>
<p>I don't think it's Metro's fault that our policymakers are not subsidizing public transportation more.</p>
<p>Please head the suggestion in this survey. Please do NOT cut the full service of the 12.</p>

Please make sure to have language translated on the notices for immigrant communities.
Please reconsider cutbacks on #43 (University of Washington and eastside transfer) and on #12 (downtown and Country Doctor Clinic access).
There needs to be full accountability about where all transit money is coming from, this includes Metro, Sound, Pierce, Snohomish, and Pierce transit systems. There needs to be a combination of services which needs to include merging of Sound Transit. There are light rail / link / train options being worked on or available that are going to be or are duplicative and, as such, wasting tax payer money. This is one of many things that needs to be resolved to be more efficient.
I understand the constraints, but without additional funding Seattle's mass transit system will reach an inflection point of collapse and traffic in the city will get worse as commuters with the means and resources are forced into alternative transit options. This will lower the quality and quantity of riders and push mass transit into a second tier city service.
You added several buses to the number 12 line three or so years ago, and probably others elsewhere, and now you have to "cut". It would be OK to go back to the prior level of service, but now there is a need to totally eliminate a line that has been in service for several decades???? How are you to be taken seriously? Just asking.
Have flyers about proposed service cuts on buses that riders can take from a dispenser/holder and ask drivers to inform riders that they are there so they can pick one up when they get off the bus.
Provide new time schedules
I understand it's difficult to run an enterprise like public transit. I appreciate everyone's work towards making Metro more efficient. I definitely believe we should be expanding service and encouraging less driving. I know it's difficult but I believe there are people that want to use public transit not because they HAVE to but because they WANT to.
I participated in the Sounding Board process when Metro needed to revise Route 9, and change the old # 7 to 7 and 49. From that process, I gained a great deal of respect for the creativity of Metro planners.
Signage on buses seems appropriate, but I don't remember seeing any?
Again, I disagree with the amount of cuts affecting West Seattle. The amount of people using the system and the limited roadways West Seattle has to get to the downtown core should be contributing more to the decision on service cuts.
What would fares have to be in order for metro routes to be self-sustaining?
The transit guidelines were devised by someone who knows very little about how busses work. The problems follow on from that.
When congestion is as bad as it is in the Seattle area today we shouldn't be having a conversation about cuts, we should be having a conversation about improving service.
no, just have routes travel faster and more directional... transfers are the worst. Have loops between downtown and Capitol Hill/Central areas. Same between the light rail station and Skyway... Get a clue, no one is traveling between Renton and the light rail, there are a bunch of express routes to Downtown Seattle from Renton TC already... Have a frequent bus that makes a loop in Skyway from the Rainier Beach Light Rail Station.
Use all means available that are cost-effective.
I think the Transit people do a great job of making the most use of limited resources. Unlike my division in King County, they don't have the ability to charge the full cost of service in their rates and are dependent upon taxes. Our leaders (politicians, business etc.) need to figure out how to secure the revenues needed to run this system or the high quality service will not be available to meet the public need.

<p>I appreciate metro being open about the changes and open to feedback on the proposed changes. It must be a difficult job to decide what routes to reduce or eliminate. Please take into consideration the feedback provided by metro riders before eliminating routes. Some people depend on these routes to get to work and doctor, many of them elderly and disabled.</p>
<p>i only take sound transit</p>
<p>I appreciate the ability to share my feelings on the subject in this platform. It is not easy for me to get to public meetings. I do not know if any of my feedback was helpful. I am mostly angered by the continued loss of bus routes on the Eastside especially. I believe that the team at Metro wants to give service to people, I just wish they could find a way to do it better. Thank you for your time.</p>
<p>This all makes me so sad. I ride the bus 50 miles per day, 3 hours per day. I could take out a loan, buy a car, and pay for gas & parking every day - but why would I do that? Funding should be taken from drivers to pay for the buses.</p>
<p>You've made your cuts already and this is a formality. Thanks for the feel good moment.</p>
<p>Thank you for reaching out to the community!</p>
<p>We need more transit service, not less.</p>
<p>This is a survey of how the proposed bus route changes would affect me and my commute, but I don't know how this information will be used. Will Metro just review it, or will it be presented to help make the case for stable funding. I would prefer the latter and would like to know that my input and time have been invested to help make the case that elected leader need to resolve this before any of the cuts are made. I would also appreciate having a contact list of all the people in the County and at the State level who will be involved in making the funding decision for bus service. That way, I would know if I'm contacting the correct people directly to let them know how these proposed cuts would impact my life.</p>
<p>Thank you for making it accessible on so many levels!</p>
<p>you need to act on feedback people give you-not just sit there on your lazy no good asses and do nothing! I am your boss!!!!</p>
<p>There needs to be a better way to resolve the funding issue than to just slice and dice routes. There are too many people depending on these busses for transportation to and from work or the stores. Has a survey been done to see how Portland, OR (for example) manages to keep their excellant transportation service running? New, creative and innovative ideas need to be discussed and a better plan developed. CUTTING is not always the answer. I believe that this would do more harm than good for our city. People with knowledge need to think; "I KNOW WE CAN, I KNOW WE CAN" rather than the other alternative. It is AMAZING how the mind works when you think POSITIVELY! Think out of the box - get creative - you can do it!</p>
<p>I want to know how I can put pressure on the legislature to fund Metro. Is there a bill I can request support for? Or a petition to sign. A referendum i can vote for?</p>
<p>Adding larger notices on the advertising boards inside busses and at bus stops might increase participation in the outreach process.</p>
<p>All transit agencies are suffering the same shortfalls -- we need to consolidate Metro, Sound, Pierce, Community and Everett Transit into a single system.</p>
<p>I wish more money was allocated to public transportation. Having a car centric society is neither sustainable or pragmatic. Cuts to the bus lines will disproportionately negatively affect lower income and minority groups. With Seattle traffic on the rise WE NEED OUR BUSES</p>
<p>I understand that Metro's hands are tied because its budget keeps getting cut. I am most upset about the ongoing failure of the state government to provide sufficient funding for public transit.</p>

<p>Placing notices in the actual buses so that you are sure that any and all persons who use transit are able to see that there are changes coming or that they have a chance to voice their opinions about the potential for changes.</p>
<p>This questionnaire is too long.</p>
<p>maybe a bus boycott?</p>
<p>Car tab fees is the logical way to raise revenue for mass transit. It encourages and ensures access and usage for all the right reasons. We need to get people out of private cars and onto buses and commuter rails.</p>
<p>funding, not cuts. People, products and services moving efficiently equals financial success for us all. Stop Olympia with the political bull shit and work for the people not against.</p>
<p>I lived in Asia, 2008-2010. I have not owned a car since the late 90's. Before I moved oversea, I lived downtown and considered bus service north and east to be outstanding, south, adequate at best. Since returning to Seattle, I find the bus service terrible and only getting worse. Today, I hate riding the bus and will buy a car as soon as possible. I hope Metro/ST realizes that the more service "revisions" and fare increases, the more riders will be lost.</p>
<p>I hope that Metro is applying significant effort to reach out to people who do not have access to web technologies. Using a digital-only medium to gain public feedback on a topic that significantly impacts the underserved and underprivileged is not sufficient. Direct outreach in person to those underserved areas is essential.</p>
<p>I hope that you are doing considerable outreach to populations that do not have internet access.</p>
<p>The reason I checked "not sure" for question 34, is that I realize that given the budget constraints, it really may not be possible for metro to meet the needs of all community members. I am optimistic that metro will make every attempt to meet the community's needs going forward.</p>
<p>I was aware of the cuts in funding and the cuts in service but I was not aware of the magnitude of the reductions. Had I known more sooner I would have acted sooner.</p>
<p>don't touch me there</p>
<p>Mass transit is wasteful and self focused</p>
<p>I believe more advertising needs to be out there regarding the potential reductions. Create a donation system where people can donate to bridge part of the gap. People could also opt to donate just to fund specific routes.</p>
<p>I support you guys. I truly hope we get a reasonable transportation funding bill ASAP to get out of this mess. I'm going to write to my representatives as well.</p>
<p>Nice website. But no public meeting listed near us in the Seattle City (capitol hill) area or downtown.</p>
<p>These are difficult issues. I believe that we are being penny-wise and pounds foolish when we consider cuts to effective transit routes. The cost of infrastructure, pollution, congestion and lost time are too great when weighed in the balance. Transit makes sense for our future - we need to make the investment in the right modality. If we do, all other modalities benefit. The priority needs to be: Pedestrians, Bikes, Transit, Freight, then cars. If we do them in this order, they ALL get better. Look at Vancouver, BC's experience. Thank you for listening.</p>
<p>I completely understand this is a funding issue. I feel like Metro wants my voice heard, but of course what I want is for our legislators to hear Metro's voice and all of our voices on how important this is!</p>

Organize a information-rally outside the State Capitol in Olympia to draw attention to how the legislature's inaction affects mobility, safety and small businesses for tens of thousands of people in King County.
Metro is doing a great job getting the word out, hopefully the city and county will listen.
METRO rocks!
It seems like rather than looking solely at how to use the available resources as fairly and effectively as possible, Metro should be doing more to evangelize initiatives that would allow it to broaden its scope overall, either by gaining a larger share of existing government revenue or via transit-focused revenue initiatives (e.g., MVET, gas taxes, etc.)
I think you guys are doing a great job with what you're given, unfortunately we just need more funding.
Please think about wether cutting the 66 is a good option. I feel like many, many people would be effected negatively if it were to be phased out.
Fix it! And please let me know what I can do to help!
I have zero faith that transit will improve anytime in the future, but I do not blame metro for this... I blame poor designation of funds/ poor priorities by the government. With that said, I was saddened by the incorporation of "Rapid Ride" in lieu of actual transit improvements. It was an improvement in aesthetics only.
Email is working well. I am not on Facebook, nor Twitter, and do not have a mobile phone for text messages, but I would imagine that works well for those who do.
This is a futile exercise, but one I am doing anyway. I have no faith whatsoever in the King County council to listen to the public. They never have and never will...they are too obsessed with preserving their political careers over serving the needs of the community. I have little faith that they will find resources elsewhere to preserve service at current levels.
to number 34: I agree that metro is working hard but I think Olympia is NOT
Just want to say that I know that all involved in Metro are doing the best they can with shameful situation that our elected officials should never have allowed to occur - thank you.
The text message was a little alarming--it just said there were service updates, and didn't include any sort of timeline. I actually worried I would not be able to catch my bus the day I received it until I followed up online.
You need to include actual proposals. I did not know that a \$150 per \$10,000 license tab fee was on the table until I learned it from the Media. People need to know how funding alternatives will affect them directly and different alternatives need to be made available so they can be shared with their representatives.
Make it work for everyone. Not what looks good on paper and sucks in reality. Use your heads and the education that you have.
Don't cut midday bus service to Eastside plateau
I think Metro sacrificed a lot of public goodwill by using previous tax supplements to raise driver salaries rather than increase rider service. You can't keep doing that and expect to keep the same level of public support.
There are groups of people who traditionally don't attend forums or answer surveys because of reasons including limited-English, physical limitations and no access to computers. How are people who fit this categories included in the process?
I am a little ashamed that I wasn't paying closer attention to what could happen with transit in my community. The West Seattle blog has done a good job of getting the word out, I just didn't read the details about the changes until a friend posted it on Facebook. Once I got to the King County site, it was super easy to find out the proposed changes and the "why" of the changes so great job on making that information readily available!

<p>I know Metro is getting shafted. I want it to be a better system, and it hurts to hear about reducing a system that could be so much better.</p>
<p>It depends on how you define "community needs." I think part of the source of your problems is that your definition is overly broad - and you keep trying to tap into the taxpayers to support extraneous operations. If your corporate vision/mission is other than "to provide safe, convenient, effective public transportation to the residents of King County in the most cost-efficient manner possible," then I think you've wandered into areas where you shouldn't be. Those of us who actually pay taxes (a LOT of taxes) have other mechanisms to deal with non-transit-related social needs. We have been five-figure charitable donors for many years, and I appreciate being able to personally select those organizations that not only fulfill needs that I deem important, but do so in an economically responsible manner. This is best done through the private sector - not government agencies.</p>
<p>Metro has already failed me with service cut-backs so I have a very low opinion of the operation. But your outreach is fine even if it will lead to no positive change for me.</p>
<p>I hope to attend a meeting. Our community was happy when the 306x and 312x routes were finally added which cut our bus time downtown in half. It is a well used service. We would hate to see it disappear. Metro and Seattle government needs to think about overall city goals such as climate change, clean air, traffic congestion, etc. and how keeping up a first rate bus service meets those goals and objectives. Then the city need to figure out a way to fund it. If these routes are eliminated then I would think about driving and parking at times vs taking a couple of hours to get to and from downtown. I would like to continue supporting our bus service. Even more important are those routes listed for removal that may affect disadvantaged populations trying to get to work. These are important discussions and I appreciate the opportunity to comment.</p>
<p>I think the city doesn't use resources wisely, therefore all things - like transit funding, police funding, and hospitals suffer. I don't believe surveys matter in general. Organizations use them so they can say they use them but they still do what they want.</p>
<p>I'm not sure if feedback had any impact on the proposed service changes. It seems that only raw data from selected times/routes were used. I am extremely distressed over the depth of the cuts over the past couple years. With the additional cuts to Rapid Ride, to which I had been assured by Metro employees would not occur, I am losing trust in the Metro organization.</p>
<p>Its a difficult task. Once the 405 is tilled you will begin to see more and more bus riders. Keep that in mind</p>
<p>Facing budget cuts is a traumatic ordeal with any organization, and I can only imagine Metro is doing its best to alleviate the effects on the many commuters that depend on public transit. Constantly reaching out to riders via the website and email is greatly appreciated, and enabling the affected (commuters) to have the resources to address those affecting changes (politicians) is highly welcomed. I wish Metro did, however, contact groups that are going to be most affected more. Food banks and other low-income groups, minority and immigrant organizations, hospitals and clinics, schools and colleges, and most of all, employers, together have a much stronger say than individual commuters. They, after all, are the ones most affected if commuters cannot make it to work or school on time.</p>
<p>Please look at the people and not just the money. We need you guys. You do fantastic work 365 days of the year. Please don't stop now.</p>

<p>aside from maybe 3 really terrible (as in bad people) bus drivers, everything metro has been just great - so I automatically believe metro is going to do a good job to reach out and figure out how this works. I just wish more people had the resources to take the time to get informed and get heard. I'm also lucky, because I live close enough to work and etc. that riding the bus is a plus more than a necessity.</p>
<p>I believe staff are trying their best under thankless circumstances. However, elected officials should be the ones responsible for facing the public to explain why they're making Metro take apart its service instead of building a system befitting a city of our stature.</p>
<p>People in the suburbs should pay more for their rides than those of us who live in Seattle. Seattle residents should not be subsidizing the fares of people in the suburbs!</p>
<p>We need Metro to get us on time. We appreciate Metro. Do not disappoint us. Please include Kirkland in your plans.</p>
<p>I didn't know the extent of the service revisions until the feedback sessions had ended. I am also not able to attend in-person meetings.</p>
<p>Working to include population fully dependent on buses seems important. Maybe having the card reader staff hand out and collect surveys at bus stops in which routes will be affected would capture the less technologically savvy ridership.</p>
<p>It isn't clear whether increased number of riders would help revenue or not. More advertising about taking the bus and incentives to take the bus may help increase ridership. I started taking the bus when I was offered a discounted bus pass through my work. There is no pressure for people to take responsibility for the amount of pollution they create by driving bigger, less gas efficient cars. If there was a tax or penalty for this, I bet more people would start taking the bus.</p>
<p>While I think staff at Metro work hard to make good decisions, I am very much opposed to equal coverage for urban and rural areas and I'm opposed to the philosophy of not switching resources from communities. The greatest return on transit investment is in densely populated urban areas, and that is where the most bus service should be delivered both in frequency and # of routes.</p>
<p>I have a LOT of confidence that Metro is doing its best with very little resources. I applaud the efforts they are making, but we need to get more help from our government to support them.</p>
<p>There are already not enough buses to beacon hill, and other out of the way neighborhoods, especially at night. I hope that you will consider how far women must walk to bus stops or where they might catch connecting buses during the night time. The ride from Beacon Hill is already infrequent, and waiting for buses at night Downtown is often unsafe. I hope that you will consider the safety of nighttime workers and bus riders. Thank you.</p>
<p>If the tax funding is secured, I urge Metro to pursue most of the routing changes and route deletions it is currently proposing. Much of those services are wasteful (i.e. route 25, 205, 152 service duplication between the 66 & 70/ 31 & 32, etc.) and could be used to improve service elsewhere.</p>
<p>survey is way too long. I am here to help , but enough with the questions.</p>
<p>It would be helpful to have service perhaps once every two hours so the elderly would be able to go to the grocery store or Dr.</p>
<p>I can see Metro is between a rock and a hard place when it comes to funding, thanks to failings of the state legislature. I appreciate Metro getting out the word on how urgent the situation is.</p>

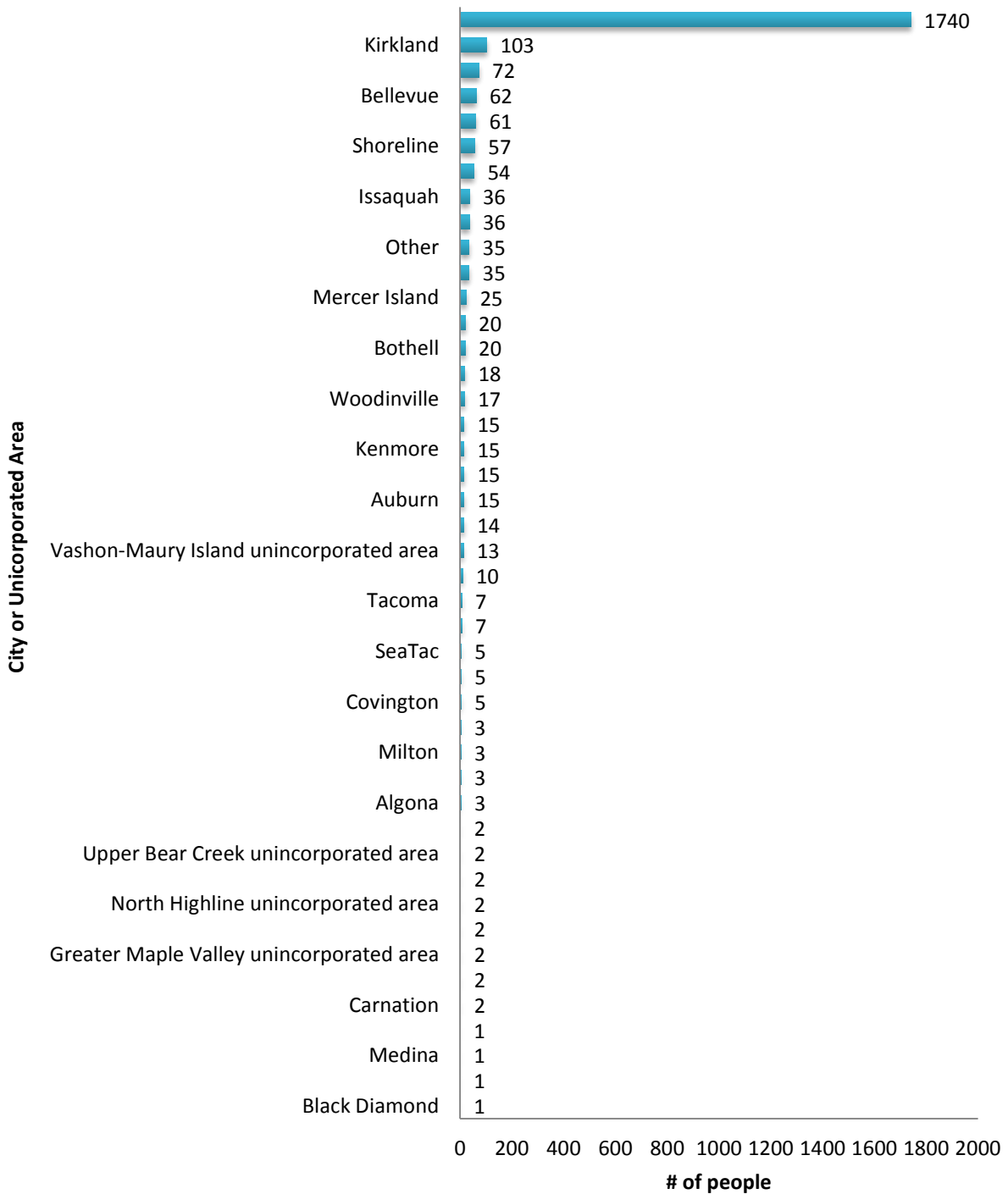
<p>Metro should be more aggressive about service revisions and not pander to small vocal groups who are preventing Metro from implementing greater streamlining. Metro should also quantify how much money every route deletion/modification would save or cost so that people have a better understanding of what it costs to operate Metro's services.</p>
<p>If these "necessary cuts" really go through, then I hope a lot of people get together to make sure the politicians that allowed this to happen don't get re-elected.</p>
<p>I feel that taking the bus helps the city by having one less car on the road and helps the environment. I find that it is disgusting and embarrassing that a city as progressive and prosperous as Seattle has to cut bus service due to budget cuts.</p>
<p>Thank you Metro! This is a difficult task and no fun.</p>
<p>Given how poor customer service is for KC Metro already, I have no faith that any of my concerns will be heard. Still, I can't complain if I don't say anything.</p>
<p>It seems to me you had canned answers about what people would ask you, as opposed to showing detailed numbers that would highlight that you have already exhausted all efficiencies.</p>
<p>There should has been notifications to apartment complex/households along the affected routes.</p>
<p>This survey is missing ST555, and the site has no info on route 49.</p>

Service Reduction Questionnaire – Long Survey

2,549 survey respondents selected to complete the Long Survey (track 2) to answer questions about one specific trip that was important to the respondent.

1. In what city or unincorporated area do you live?

Total Respondents: 2549

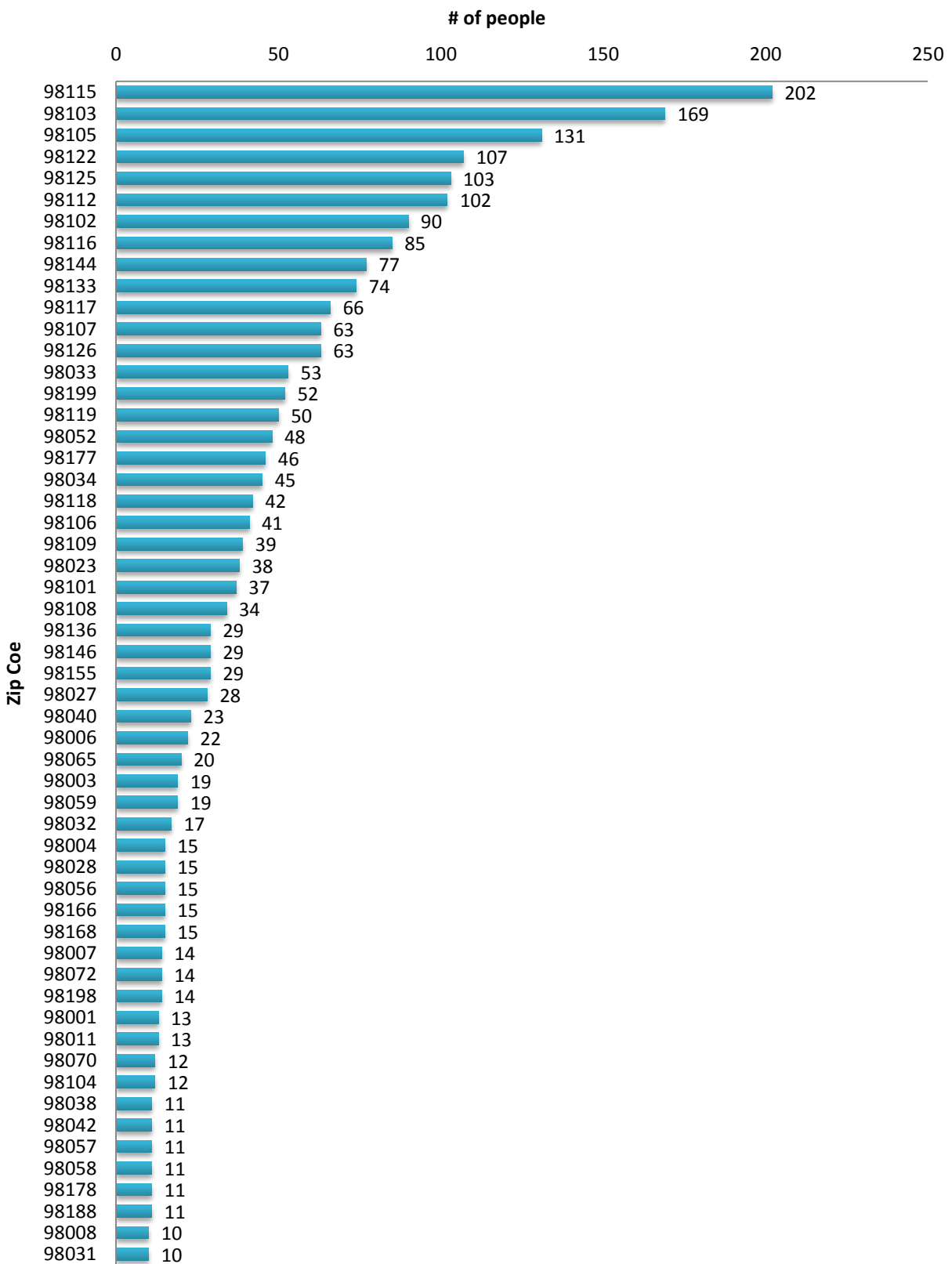


1. In what city or unincorporated area do you live? Other (please specify): 98023, 98101, 98372, 4201 S Star Lake Rd, Alki (2), Arbor Heights West Seattle, auburn, Auburn West Hill, Bainbridge Island (5), Ballard (10), Ballard Interbay, Ballard/Crown Hill, Beacon Hill (2), Bellevue (9), Bellingham, Belltown, Bonney Lake, Bothell, Bremerton (2), Brier, Capitol Hill (3), Central Area, Central District (2), Des Moines,

dgt, East Renton Highlands, Edgewood, Edmonds (2), Enumclaw, Everett, Fairwood, Federal Way, Fife, Finn Hill (2), Fremont, Georgetown, greenlake, Greenwood/Phinney, Haller Lake, High Point, Houghton, I carpool to the Redmond Transit Center to catch a bus, I take the ferry from Bainbridge Island to Seattle., Interbay, Issaquah, Jackson Park (2), Juanita, Kenmore, Kent-East Hill, Kirkland (4), Lake City (6), Lake Forest Park, Lakemont, Laurelhurst, Lechi, Leschi (2), Live in NE Tacoma, but commute from Federal Way, Lynnwood (2), Madrona Neighborhood, Magnolia (4), Maple Leaf (2), Mercer Island, Monroe, Montlake, Mount Baker Neighborhood, Mountlake Terrace (2), Mt. Baker, Mt. Baker neighborhood, N/A, NE Tacoma, Newport Hills, North Ballard (Broadview), North east Tacoma/browns point, North Seattle/Lake City, Northeast Tacoma, Northgate, Often commute to Edmonds where my parents live, Pierce county, but I work at UW-Seattle, Port Orchard (2), Port Orchard Kitsap, Poulsbo Puyallup (2), Puyallup, work in Kent, Puyallup not in list??, Redmond (5), Redmond and Bellevue border, Renton, Seattle (68), Seattle unincorporated King County, Shoreline (2), Shorewood, Skyway, Snohomish, Southeast Seattle, Spanaway, Spokane, Star Lake, Steilacoom, Tacoma, Tacoma, WA, Top Hat- Un incorporated King County, Tukwila, u district, unincorporated, Unincorporated King County, nearest to Burien/White Center, unincorporated Snohomish county, north of Woodinville, unincorporated SW King County, University District (3), University of Washington Campus, Upper Rainier Beach, near Kubota gardens, uw, Wedgewood, West Seattle (31), West Seattle – Admiral Junction, West Seattle – Genessee Hill, West Seattle, Alki area, West Seattle—Beach Drive, White Center (7), Whittier Heights, Woodinville

2. What is your zip code?

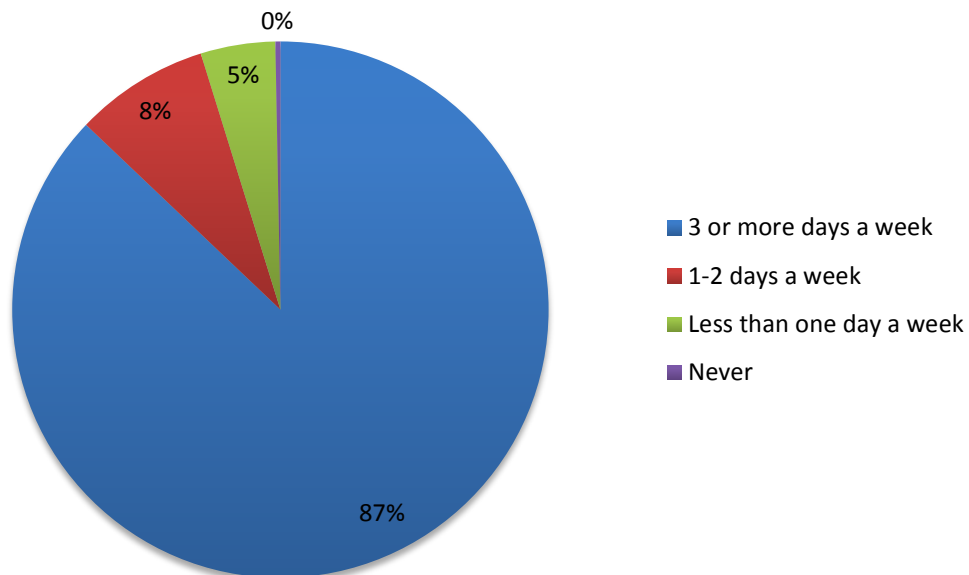
Total Respondents: 2,516



2. What is your zip code? (Zip Code selected less than 10 times by respondents): 98055 (9), 98422 (9), 98029 (8), 98074 (7), 98075 (7), 98005 (6), 98110 (6), 98121 (6), 98002 (5), 98195 (5), 98019 (4), 98030 (4), 98077 (4), 98148 (4), 98372 (4), 98021 (3), 98022 (3), 98043 (3), 98053 (3), 98092 (3), 98367 (3), 98014 (2), 98026 (2), 98036 (2), 98045 (2), 98405 (2), 78, 98, 9125, 9810, 9812, 98012, 98013, 98015, 98020, 98037, 98039, 98093, 98113, 98123, 98203, 98204, 98225, 98272, 98296, 98310, 98312, 98337, 98354, 98360, 98370, 98374, 98387, 98388, 98391, 98406, 98424, 98446, 99037, 99126, 99999, 908004, 908144, 981005, 981098, 981178, 998102, 998199, • Operate service less often during commute hours, 98003-8933 (3), 98007-3617, 98074-7161, 98102-5345, 98102-5810 (2), 98106-1406, 98112-4741, 98118-6020, 98199/98115

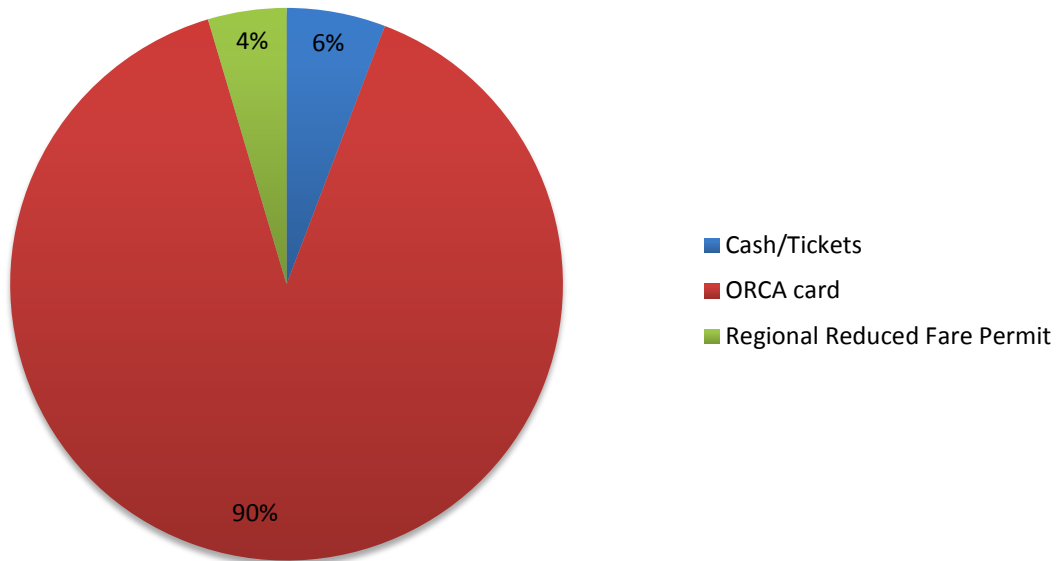
3. How often do you ride a Metro bus?

Total Respondents: 2,531



4. How do you pay your bus fare on Metro?

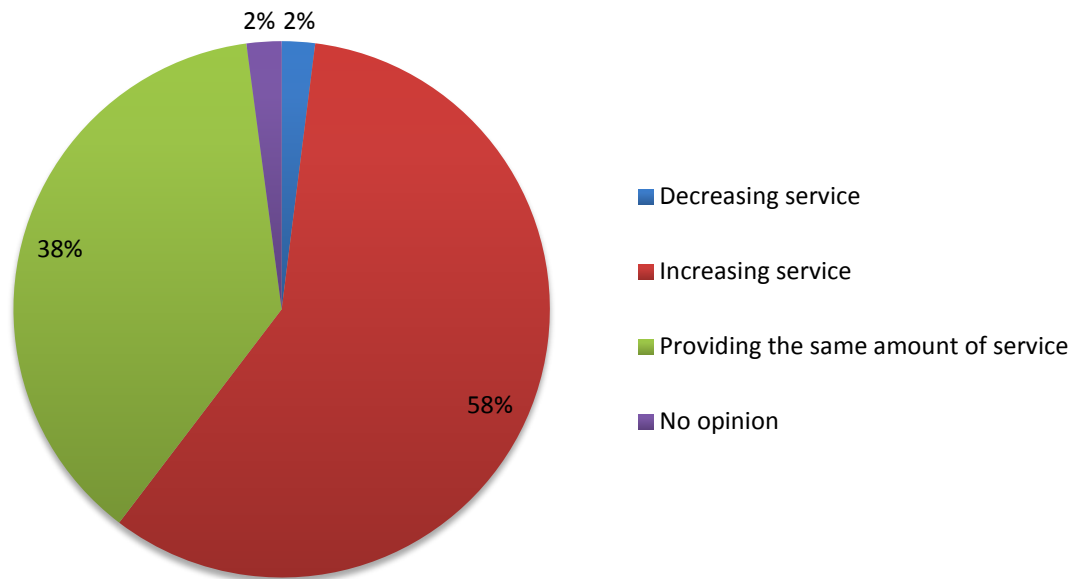
Total Respondents: 2,493



If you use a Regional Reduced Fare Permit, do you pay with cash or pre-paid/e-purse? Both, cash (26), Cash and Pre-paid/e-purse, college provides, e-purse (9), Employer sponsored permit, e-purse, generally, e-WALLET! I resent the feminine tone to your label/terminology!, Husky card (3), husky upass, I use the UPass (2), it is deducted from my salary at the UW, mostly e-purse, no (2), Passport program via workplace, Payroll deduction (Upass), per paid (2), pre-paid (31), pre paid monthly pass, pre-paid purse (3), pre-paid (UPass, pre-paid Bartells, pre-paid bus pass, pre-paid card, pre-paid e-purse, pre-paid monthly pass and e-purse, pre-paid pass \$2.75 through my employer, pre-paid U-Pass (2), pre-paid/e-purse (11), prepay, senior monthly pass, Senior reduced fare, senior, both card and cash, sometimes cash between cards. wish we could buy faster online, sometimes I use cash, sometimes orca, student U-Pass, The UPASS fee is included in my UW tuition., These should not be radio buttons; more than 1 are valid: ORCA care, Regional Reduced Fare Permit, and e-purse. My husband uses ORCA card, cash and tickets., U-pass (30), University of Washington, U-PASS - paycheck deduction, UPass, paycheck deduction, U-pass, pre paid, UW Husky Card (2), UW Husky Pass (2), UW Pass, UW Student, UW Student ID, UW Student ID card - paid with tuition, UW Student pass, UW transit card, UW U-Pass (2), UW UPASS card, UW U-PASS, payroll deduction, WA (34), Wage Works, Washington (53), yes upass

5. What do you think Metro should be doing with service on a countywide basis?

Total Respondents: 2,521



6. Do you have any feedback you'd like us to share directly with elected officials about funding for Metro transit?

Total Respondents: 1,780

The Route 4 is highly utilized during the commuting hours and serves lower to middle income neighborhoods in Seattle's south-central area. These neighborhoods are approximately 5-10 minutes from Downtown by car, are medium density residential areas with a good deal of low-income housing, and contain a multitude of social and public services and amenities. Many depend on this route for daily commuting to work and school and transportation to medical appointments. Eliminating the Route 4 would create a hardship for these residents and encourage the use of personal vehicles. Eliminating the Route 3 is a viable solution to retaining the Route 4 since the Madrona business district, Route 3's east end termination point, is also served by the Route 2. It is inequitable for the higher income neighborhood of Madrona to be served by two buses connecting it to the Downtown core while the lower income neighbors to the south are expected to transfer or ride buses with destinations that are at the edge of the Downtown core, requiring a bus transfer to most locations. While retaining all bus routes would be ideal, eliminating the Route 3 instead of the Route 4 to achieve the necessary 17% service cuts would result in greater transportation equity.

Metro transit is a great solution for the impending transportation crisis about to take hold of Seattle.

<p>Cutting bus service should only occur if there are other readily available mass transit alternatives (such as link or light rail). Cutting buses will only mean greater car traffic and great traffic jams. Not to mention the environmental impact of increased cars on the road.</p> <p>It is good to cut the 61 bus route as it is pretty much pointless since it only services such a short distance. However, it needs to be replaced by a reliable line with a longer route. Doing so will ensure higher ridership. In my neighborhood (Sunset Hill) many of our residents are retirees in need of reliable bus line that will take them to areas beyond Ballard.</p>
<p>I think it's an incredibly important part of what makes this city livable and great.</p>
<p>Funding for Metro transit should not be cut. Eliminating any of the proposed bus routes will severely affect many people. I use the bus almost every single day and need access to school from them.</p>
<p>Metro is a great deal--but only if you are full-time metro rider. For people who own vehicles, but would commute on a part-time basis, the per-ride costs are prohibitive--I have a 20-minute drive or a 30-minute bus ride. Since I don't ride every day, the cost of both a monthly pass and maintaining my car are not at value. So I use an ORCA debit card...at \$5 per day to commute both ways. The cost to drive my car is less than that, and I'm already paying for it anyway.</p> <p>Encouraging those who own vehicles and also live on bus routes to commute more by providing a bi-weekly pass that covers 10 rides for \$20 --or something like that--would encourage vehicle owners to participate in transit, saving traffic and increasing revenue.</p>
<p>Before I support any tax or revenue increase or service reduction, I'd like an explanation why the Amalgamated Transit Union 587 contract requires 10% of all routes be driven by operators working overtime. In fact there are penalties in the contract if it falls below 10%. That's not reasonable in this economy. Deleting that contract provision alone would solve much of this problem at which point I'd gladly support increased revenue.</p>
<p>Please don't cut metro service! Everyone wins when more people take public transport, but people will only do it if there are convenient options.</p>
<p>Private non-democratically governed corporate oligarchies rule. I have lost faith in the system and the values of a public that will gleefully spend billions on for profit ball clubs privately owned by dead beat global billionaires cheering for the 12th man. This society deserves to collapse into oligarchy and eventual dictatorship. Make your damn cuts. I'm tired of the bus that gets me to work being threatened of complete assassination for the past several years. It gets wearing after awhile. How is it marketing works well for private non-democratically governed corporate oligarchy and not for metro? In my opinion there is corruption in metro where the proposed cuts are made.</p>
<p>you are planning on deleting route 167 - if that happens I will stop using metro completely since there are no other viable options from Renton to UW where I work. Viable meaning taking the same time, as same level of ease of use (i.e. no transfer etc) as route 167 currently takes or less.</p>
<p>Keeping public transportation available to all who use it and need it is a fundamental need and the expansion of such services is vitally necessary to preserve the diversity of our city. Many people who ride the metro do so as their own form of transportation. The cost of owning a car in the city is prohibitively expensive and a non-viable option for many, myself included. If I were to have to pay the costs of car ownership I would be forced to move out of the city in order to afford both rent as well as the vehicle and costs associated with it.</p>
<p>Just because people ill-advisedly diverted funds to run the supposedly "light" rail, not mean that you should cut funding to bus services that transit-dependent people rely on. Please support the needs of</p>

<p>your constituents and prevent reduced Metro service.</p>
<p>A great reason for a State income tax!</p>
<p>I wish I had a suggestion about funding, but I don't. I'm concerned about cutting the 66X. I'm a grad student at UW living in the northern U-District. That's how I get downtown.</p>
<p>I've loved the public transit since I moved to Seattle. But if you reduce service by this much, it will no longer be a feasible transit option for me. Less service leads to fewer riders & fewer fares, leads to budget problems again. I like the bus. It's environmental, reduces car traffic, and saves me a lot of money on parking. Please find a way to pay for continued service.</p>
<p>We need good public transportation to help our city continue to be a great place to live for many different types of people. Public transportation needs to be affordable and it needs to provide the services it promises to provide. It makes sense environmentally and from a city live-ability standpoint to make public transportation as attractive an alternative as possible to driving a car, to increase the functionality of the public transportation and to reduce the number of cars on the road. If public transportation truly becomes affordable AND reliable, people will use it.</p>
<p>* As our population grows, we need more bus service. * More buses should be connecting the Metro area and especially north Seattle to UW Bothell/Cascadia CC. The student population at UW Bothell has more than doubled in the last 7 years, but the only Metro bus from north Seattle continues to be the 372, which is often crowded.</p>
<p>You are cutting 90% of the bus routes that I use to get to work and school. It is absolutely ridiculous. As a working student who is attending UW full-time, these cuts are so incredibly inconvenient. Seriously, cutting the 66X, 68, 67, and reducing all other local buses going from the U-District to downtown? How the hell are people supposed to get around? How the hell are people supposed to ride a overpacked bus to get to their damn job at 7AM? ABSOLUTE BULLSHIT.</p>
<p>DO NOT ELIMINATE Route 4! Instead eliminate route 3!</p>
<p>Since more people move into the city as evidenced by new construction but not increase in parking, traffic has become worse and worse. Cutting down on service, will most likely result in people using their cars more frequently as it will be inconvenient if e.g. I now need to change buses to get to work. Having separate bus lines that are not shared with cars during rush hour should be a solution not cutting down in service.</p>
<p>Please do not cut the 372, & 72. The only quick access bus from Lake City will then be the CT 522. That bus is excellent for riders needing to go only to "downtown", but many riders need to go to the U district, or areas between Lake City and "downtown." As for going North from Lake City, the 372 is a weekday necessity.</p>

<p>Seattle is likely going to experience significant growth in the following decade, which is a wonderful concept for commerce and the cultural growth of the city. However, as rents continue to rise in the downtown Seattle area, residents are forced into the outer regions of the city and into the suburbs (such as myself). These changes may disproportionately impact lower income individuals, and will stress the current commute infrastructure. Further, it is not appropriate enough to simply provide transit service to an area if that transit is not an efficient and effective means of commute. As an example, I take the 355 bus from 143rd and Greenwood to the University District, where I continue to walk 3/4 mile to my office. It takes me a minimum of 45 minutes to get from my house to my office on the way to work, and an average of 1 hour 15 min home given traffic and late bus departures. However, if I drive it takes me between 20 minutes (no traffic) to 35 minutes (with traffic) to go door to door home to work. Currently, taking the bus is far less efficient for my day than driving, and many times I cannot take the bus because I simply cannot justify losing almost an hour in a commute when I have so many work and family commitments. Worse, the 355 bus is in threat of being re-routed to bypass the university. If this were to happen I will be forced to drive to work daily. I am aware that by transferring buses on I can technically commute to work by bus, but the inefficient route that would create makes it not a feasible option. If my examples are like others, failing to fund metro and increase services will force more individuals into cars that can afford to, and will cause unnecessary stress in the lives of those who cannot afford to commute by car. This is extremely important to myself as my research interests related to the negative impact of stress on our health and its contribution to obesity. Adding this stress to individuals has the potential to directly impact the health of county residents in a detrimental way.</p>
<p>In order for Seattle to continue to pave the way for the future and continue its economic development, residents need increased metro transit service for people to get in and out of the city. Decreasing bus routes will overburden buses, increase traffic in and out of Seattle, and stall parts of economic growth. We need better infrastructure to maintain Seattle's business growth.</p>
<p>I live in Seattle but commute to the Eastside for work every day. I used to live on the Eastside, and then had to commute to the city whenever I had social events. Either way, transit was somewhat painful. I either had to make it a very early evening when going home to the Eastside, or take several buses from where I live to get to my final destination. The only bus routes near me are being combined to save funding and while I totally get that, it becomes far less convenient for me to think about taking public transit to work because of the time involved to ride. So that means I'm just another single car driver on the road - which will be happening a lot as routes are cut or trips reduced. It seems really unfair to continue to make cuts to an already reduced service, putting more cars on the street and increasing traffic congestion and pollution. It would also be nice to have later bus hours going back to the Eastside so that people wanting to go out later in the evening can do so safely without putting others at risk if they choose to operate a motor vehicle because there's no other option available to them.</p> <p>I urge elected officials to work on a way to augment the funding for Metro so that service can be increased and improved to serve its ridership.</p>
<p>use combination of sales tax and license fee to raise funds (but not the \$60 currently proposed; \$40 would be more reasonable and palatable). Also find ways to cut employee expenses (salary and benefits).</p>

<p>Busses help keep the streets less congested, pollution down, not to mention make it possible for large swaths of your constituency to work, socialize, go to sporting events, and generally move around the city with relative ease. Between the cost of gas to fuel a car, and the impact on our environment, continuing to fund (and in my opinion increasing) Seattle Metro should be a top priority. Please do not let those that use the bus as their sole mode of transportation (as myself, and thousands of other people) lose this precious commodity</p>
<p>I'm being forced to drive my car for my commute due to decreased service in my neighborhood. I feel that King County Metro isn't efficiently planning their routes.</p> <p>I live in Sunset Hill (a neighborhood of Ballard). A couple years ago the 17 was reduced to peak times only. This caused issues for both my commute and being able to get into Seattle without a long walk first. Then Metro gave us a new route, the 61. The 61 was useless. it went from upper Sunset Hill to the Fred Meyer. It was always late, and often didn't come at all. I found it easier and faster to skip the 61 and just walk to my transfer spot in downtown Ballard.</p> <p>Now they are reducing the 17 AGAIN. There is now no possible way for me to commute efficiently without a mile or two of walking and several transfers. Thanks Metro.</p>
<p>I moved to the Seattle area for a new job in part because the public transit system would allow my family to continue to rely on one car. If these changes happen I will be forced to buy a second vehicle, reducing the financial incentive for me and my family to live in this area.</p>
<p>Something needs to be done to provide more bus service. Buses are already so crowded that they have to skip over stops because no standing room is left. If funding falls short the people of Seattle are going to end up paying in other ways, with more cars on the roads. By not providing the tax income needed, voters are simply deferring that money to another fund.</p>
<p>My commute on this route is already incredibly slow, and stops at way to many places downtown. If Route 215 gets deleted I will have no way to get to work besides a possible 2.5-3 hours commute. Can you imagine how long that will be if one misses a bus by a minute, or the transfer routes don't sync up. DO NOT LET THIS HAPPEN, 215 IS ALWAYS USED, JUST ELIMINATE SOME OF THE STOPS DOWNTOWN TO INCREASE THE SPEED. Also we almost never need double length buses, it would be better to have small ones more often.</p>
<p>Seattle is supposedly a "green city", nothing is further from the truth. I moved here from Washington, DC, where I lived for 12 years without a car and went hiking in the Shenandoah and everything, thus not just getting around in the city. Here I had to buy a car within 2 months to get around. Public transport is just horrible here. One cannot get to or get back from anything which is not literally downtown. With the proposed cuts even neighborhoods still in the city but not literally downtown will be much less served if served at all! How do you want to get people to use public transport if you do not provide a reliable, good system?</p>
<p>Please maintain or increase funding to Metro. My son has a disability and Metro/Access are his primary ways of getting around. There is limited service in our area of Kirkland as it is and now you want to cut back even more. My son rides the DART 930 twice a week and also rides the B Line, 236 and 25 on a regular weekly basis. How do you expect people who will never drive to get to their schools and places of work??? He and his peers can't afford to take taxis and Access has a terrible reputation for LONG bus rides. Metro should be available to us here in the east side of King County so that EVERYONE, including those with a disability can have the ability to successfully navigate within their communities. Thank you for your consideration of this VERY IMPORTANT matter.</p>

<p>I take the 306 express 5 days a week and by the 4th stop the bus is full and often times cannot make all of its stops to pick up other passengers. If this route is cancelled all of those people would crowd on to other routes leaving me to think there is no guarantee that there will be a spot for me on public transit. I understand budget is an issue but I can't imagine that cuts will do anything but further harm public transit as it will force some riders to find alternative means of transportation thus funding the system even less. PLEASE do not cut the 306 express route.</p>
<p>Mass transit is always a bargain. Buses carry many more people per lane-mile than cars, bikes, ... any other motor transport. Cutting highway/roadway budgets to fully fund mass transit makes good financial sense.</p>
<p>I ride King County busses daily to commute between work and home, as well as occasional ad-hoc trips to other locations. My wife and I keep a one-car household while needing to travel to different locations in the region. Having busses and other public transit available is a necessity for me. As a result, ample funding for Metro transit is personally very important to me so I know that I can get where I need when I need.</p> <p>I also feel it's important for King County as a whole to have an amply-funded public transit system. For people who can't afford or choose not to own a car, public transit allows them to stay mobile in the region. It reduces traffic congestion, which has important economic, environmental and convenience impacts for everyone.</p> <p>As the region grows, King County Metro should be receiving increased funding and adding service, not facing budget cuts and having to contract service.</p>
<p>You've got to find the funding to maintain or improve metro!</p>
<p>I think that cutting funding for Metro services is a huge mistake. The website of the Office of Sustainability and Environment states the following on their homepage: "Seattle leads the nation in innovative solutions to environmental challenges." Reducing Metro services will likely cut down on how often people ride the bus and will increase the number of single occupant vehicles on the road. At my office of 20+ people, I am one of only three people who take the bus on a daily basis. The two other bus riders at my work are considering switching to driving if the proposed changes go through.</p>
<p>I use Metro transit every single day to get to work and class. It's the only cost-effective way for me to get around the city of Seattle. I think it should continue to be a funding priority.</p>
<p>The buses are crowded and usually run late in addition to already being in less than ideal condition. It is wonderful to be able to take the bus and I am thankful for the service Seattle metro provides. However, I cannot imagine why, what seems to be an already heavily used service, is proposed to be cut. As a full-time student I cannot afford to carve out an hour and a half just to commute from the University District to Downtown (a trip I make twice a week at least). I am sure other students (might I add who are bringing innovation, jobs, cultural diversity and progressive energy to Seattle) feel the same. Not to mention working mothers and fathers who use the bus to get home to their families. I also notice students from O'Dea and Northwest using the bus. If their bus services are cut as well, how would you purpose getting them safely home? Is walking ten miles a better alternative? or should they hang out alone in the bus tunnel for another thirty minutes before being crammed into the next arrival. Seattle Metro serves a wide spectrum of Seattle's population and cutting bus services would effect a large swath of people. None of which I assume would consider that effect to be positive.</p>

<p>Metro transit is a crucial part of keeping our region running. Even those who do not take public transit benefit from it, through reduced car traffic on our roads, and by the simple fact that many people whose services we depend on commute by public transit. Students of all ages rely on it to get to school. For many folks with limited mobility, it represents a major component of independent living. Please consider how important it is to countless individuals and the community overall to have a well-funded public transit system. This is not a luxury but a basic service that should reasonably be supplied in any modern large metropolitan area. We should be increasing service and encouraging increased ridership, not scuttling the system with major cuts.</p>
<p>Service cuts to metro force more cars on to the road as many people don't have an option to restructure their workday due to metro cuts.</p>
<p>I have about fucking had it with metro and the City as it is. I ride the 28 everyday to and from downtown and then I have to jump onto the sound transit bus to Bellevue. These cuts are going to affect my ability to get to and from work by bus, and make it that much more likely that I will start driving to work. Which means that you will no longer get my monthly fee from the orca card and I will tell you right now that if I am not going to be able to take a bus to work I will not vote to approve any more money for our crappy metro system.</p>
<p>I ride route 36 more than 3 days a week and my parents and my sister ride the route 36 every day. I knew metro reduced route 36 service in the past couple years already and I just don't know why metro will need to decrease 36 service again. This is just ridiculous and unacceptable. I just would want to let you know this change will mess up a lot of people's lives. If metro really decreases route 36 service, I need an acceptable answer.</p>
<p>I am a big supporter of the buses. I take them to work everyday, and want to see us expand public transit, not decrease it. We have an ever-growing smog of cars on the roads, and I would love to see more public transit options. If there is any way I can help, I will support the bus system.</p>
<p>reducing public transportation is going backwards for our region, not forwards.</p>
<p>NO CUT to #12 NORTH OF MADISON! The 10 and 43 do not duplicate service, and I'm not going to walk for 20' to get an 11. If cuts are inevitable, every neighborhood needs to pitch in a little. Over the past few years, buses have been added to the 12 during peak commute times. Cut those. The 12 is invaluable for people who live and go to school around 19th Ave./19th Ave East and need to access Madison downtown. The alternatives are walking up/down hills and mandatory transfers. Please, DON'T CUT THE 12!</p>
<p>Public transportation is one of the best things about this city. There should not be cuts, I like the idea of doing paid parking spots or increasing fares, but not all of us can drive to work every day. So it will be nice to have the same amount of service continued.</p>
<p>As a University of Washington student I do not think that routes to the UW should be cut, particularly the ones in the early morning (before 11 am) or the ones in the afternoon (after 3 pm) this is when a majority of students and employees are trying to get to school/work and a decrease in available buses would not only affect commutes but work schedules.</p>
<p>I ride bus 74 on a daily basis to and from work. It is so convenient for me that I would pay double to keep the bus. Please don't delete it!</p>

<p>I primarily ride the 542, 545, and 271 buses to and from school everyday. I have to say that my experience with these routes has never been bad. Sometimes the bus is overly full and that is never fun, but it is not too common and only lasts for a few stops. These routes should be maintained at their currently levels at least. If they are reduced I can see my commute becoming constantly overcrowded and unpleasant. I would have to go to driving everyday which would be a financial strain for me. I can not speak about any routes besides these 3.</p>
<p>Since I don't own a car, I use the Metro to journey outside of the area I live and I feel that the Metro provides a valuable alternative to driving and eases the congestion on the roads.</p>
<p>I think cutting routes will affect a lot of people, I do however think it might be best to do somewhat increased fares so that the state can get the funding. Or hold fundraisers etc.</p>
<p>Our family does not have a car and relies on public transit to get to work and school. I work at the University of Washington. Cutting service on routes that serve students and people that work at the UW will impact everyone in our area and all of Seattle. Many students do not have cars - in fact, we encourage students not bring cars to campus so as not to cause congestion in the neighborhood! All students are required to purchase a UPASS/Orca card in order to encourage students to ride the bus. Cutting bus service to and from the University District, or only allowing for service during the day (many students work and study at night) totally defeats the purpose of requiring students to purchase a bus pass!!! There will be long term consequences of cutting bus service to the University of Washington, not the least of which is students having to withdrawal from school due to not being able to get to school and to work. Please do not cut service to and from the UW. Those of us who do not have cars will be affected, as well as all students and other people working at the UW. Parking at the UW is incredibly expensive and on-street parking is hard to come by. This will upset a great many people.</p>
<p>Seattle is well known for having a pretty good mass transit system. The light rail is finally bringing Seattle up to National and International standards. It is a high mistake to make drastic cuts to the bus routes. Funding should come from other sources as needed. This disproportionately affects lower-income families as well as citizens seeking to work to reduce traffic, pollution, and other issues. This would be a giant step backwards in promoting efficient alternative to single-occupant vehicles.</p>
<p>I rely on Metro transit daily, to get me to work downtown, to get me to classes on campus, and to go between the two. Our transit system is a Seattle necessity. Parking is limited and traffic is congested. Please support our transit system. I would like to boast that Seattle is an example of the future of transportation rather than that its transit system continues to erode.</p>
<p>I understand the budget constraints but I don't understand the decision logic to eliminate mass transit.</p>
<p>The 372 which goes to Kenmore, Bothell and Woodinville is crowded with extra people (over 40) in the aisles every night. The conditions are very unsafe not only due to the number of people in the aisle, but also because of the unsafe conditions that exist on the Metro buses. When it rains and the floors are wet there are no traction strips and people have fallen down. Metro buses have either rubber mats which are very slippery when wet, or nothing but bare, slick floors.</p> <p>We are encouraged to ride the bus and not drive to work but since the ridership has increased you do not have enough buses for the increased number of people riding the bus. You never seem to have anyone who represents Metro riding the bus to see what deplorable conditions exist each and every day - overcrowding is terrible and dangerous!</p>

<p>I rely exclusively on public transit to get to work and school. Traffic and parking is already too congested to bring a car into the Seattle area. I can't imagine what it will be like if public transit services are reduced. Plus, the cost of fuel for my car is too high to drive up from Pierce County every day, and I have a fuel efficient car. Please do NOT cut service. Thanks.</p>
<p>Please do not cut bus routes to the University of Washington Seattle campus. I drive my car to school now because of family obligations, but I remember the days when I had to catch the bus to school. Buses cut down on the amount of congestion on the roads to the UW and is good for the environment too.</p>
<p>Providing the current amount of service to the University District allows college students to commute to and from home to the University of Washington campus, and allows them to commute to downtown and other places to participate in jobs and internships that not only help them support themselves, but also further their career and apply the academics in the real world. Cutting these routes would greatly limit college students access to these opportunities.</p>
<p>The metro system is one of the reasons I moved to Seattle. I wanted a city with a good public transportation system so I wouldn't have to have a car. So far, that's been working out beautifully. Although service cuts could severely hamper my ability to get around the city.</p>
<p>Tax the IT corporations.</p>
<p>We already have a stretched thin metro system. Some people have to get a car because they physically can't get to work without one. Please don't cut service any more than you already have.</p>
<p>Bussing is an incredibly important service. Those with the least resources rely on bussing the most. Thousands of students and employees use the bus system to commute to work and to school, reducing pollution and traffic congestion. If anything King County should be expanding available routes.</p>
<p>Instead of eliminating service, install a monitoring system that can throttle the size and number of buses that serve each route based on time of day and ridership. Many times have I been on a 48 bus that is busting at the seams during rush hour and at other times, I've been on an extended bus with only a few people on it. It seems wasteful and might allow you to control your efficiency and costs better in the long term. Also, think about the long-term rather than the short; it often does not pay to think narrowly and with the aim of short-term gains; it's not sustainable.</p>
<p>I depend on the 243 or 241 to get me to work everyday in Factoria, I work at Tyee middle school and these are the only 2 buses I can take which will get me to school. I cannot afford gas to drive myself there. I really appreciate the bus service which allows me to get to work with the long commute.</p>
<p>We profess to being a "green city", but reducing metro service will mean many more cars on the street. My only choice to get from my house in Shoreline to my job in Belltown, if the 304 is cancelled, will be the 358 which is already an extremely crowded route, not to mention dangerous. Therefore, if the 304 is cancelled I will be canceling my ORCA card and driving downtown instead. I also know that I am not the only one, and if congestion in downtown increases because of reduced metro service, you will see impacts to businesses too. Please don't cut service.</p>
<p>Reducing public transportation seems like an extremely regressive policy. It will affect the poor the most and prevent them from being able to get to work thus increasing homelessness and traffic on already congested streets. I know no one likes to pay taxes but this seems so important! I am willing to pay for buses and light rail any day.</p>

<p>I currently commute Monday to Friday both directions on the bus. The buses are ridiculously full. I go to the first stop on the route so I can be sure of getting a seat. The third stop is the most convenient, but by then there is standing room only. The ride has just begun! People are forced to pack themselves in the aisle and the driver is constantly playing the tape to "move back to make more room." It's crazy now so I can only imagine what it will be like with LESS bus service. I can afford to drive my car and I know many others cannot. If things get too crazy, I will definitely take to driving again and I can't see how that will help anyone or the environment.</p>
<p>I suggest reducing the frequency of service instead of eliminating service. I can accept less frequent service.</p>
<p>My home is located on the Metro "Route 25" route. I never use this bus because it provides poor service to downtown. The bus is disruptive to me in my home which is even more agrivating because the bus is always empty. Please cut this route regardless of what happens with funding. In my opinion it is a menace to the neighborhood.</p>
<p>If funding is not sufficient, reduce but do not eliminate service, please!</p>
<p>Metro transportation is extremely important when living in a major city like Seattle. It is very difficult to get around when living in Seattle and attending UW. Therefore it is very important that the current routes in place that get people from downtown to the campus remain. Thank you</p>
<p>People need to get to work in order to make money. This money helps funds taxes, which in turn help the city fund buses. If people cannot get to work, they cannot make an income, which then affects taxes. It would be best to keep transportation and increase fares by 25 cents to 1 dollar. If everyone is willing to pay a little more, everyone wins.</p>
<p>I think that the public transportation system is a really important part of our city. In many cases people cannot afford cars or they are inconvenient. We rely on public transit to go to work and school.</p>
<p>if we want less congestion and more people riding transit, cutting down on busses is not the way to go. Please try to find funding for these routes, which serve disabled, elderly, and low-income people who have no other options.</p> <p>I ride the 44 almost every day, and in the morning the bus is very crowded - sometimes, the buses pass by many riders and no one can get to work on time. Please do not cut or delete any rush hour service from the 44. Thank you!</p>
<p>Since automobile traffic in Seattle is one of the worst in the country, we should be doing more to make a better transit system. Since I moved here 13 years ago, I have seen increased traffic on the main road near where I live (Sand Point way). The bus ridership on that corridor has increased but the service has not. It seems to me that if Metro came up with more innovative ways to schedule buses there might be ways to increase service on high trafficed areas. Could there be short run localized buses to increase service in high trafficed streets? Could the routes sync up better? Why set up a system where the light rail will come into the husky stadium but someone like me who lives along Sand Point cannot get to that light rail by bus because there is no cross Monlake Blvd bus that would take you to the light rail station once you reach Montlake. If you have people come in to husky stadium on the light rail they will not be able to get to Magnuson Park--therefore they will have to drive. It seems stupid to set up a system that doesn't fit together so that you can move cross town in many directions instead of just one. I use the bus to get to work but can do so because my destination is a straight line from where I get on. The inconvenient scheduling is the biggest reason I don't use the bus at other times.</p>

<p>Of all the aspects of the city's transportation that we should be funding, Metro is the most important. It is the only public form of transportation available to citizens, and it's good for our community and our environment. As it is, it's still difficult to travel around the county efficiently, and service cuts are going to make this problem worse. Perhaps a rearrangement of current routes would be wiser than cutting them entirely so that most areas are still served by transit.</p>
<p>If Metro cuts funding I will drive my car to work, and take all the prime Seattle parking spots the suburban drivers usually get. Which will make their commute take longer. Won't affect how long my commute is, though.</p>
<p>Please do not cut the 4.</p>
<p>As a Madrona resident, I think that the proposed changes to our routes make sense. The #2 would be more efficient in the new system and the connections would be preserved.</p>
<p>Metro isn't just a public service, it is a public necessity. It is in the same vein as parks, utilities, etc. It is not a luxury. It services all classes of people.</p>
<p>I'm not sure how assessments were done to change or delete certain routes, but I take the 12 in capitol hill on 19th ave every morning between 8-8:30am and it's always packed. If this route gets cut I'll be forced to take the 11 on Madison, which is always running late, which in turn makes me late. I'd love to keep the service of the 12 going down 19th.</p>
<p>Provide the necessary funds to keep Metro functioning without the threat or need to cut bus routes to make up for the funding shortfall.</p>
<p>Please keep the 238 bus route service available. Hundreds of students use this service for both Cascadia Community College and Lake Washington Institute of Technology. In addition, if this bus route is canceled, I can no longer commute to my job, which will force me to either quit or stop going to school.</p>
<p>Metro is so important to my way of life. It's how I get around, help keep traffic down, and am able to contribute to the Seattle economy and well being.</p>
<p>Reviewing all routes to determine ridership. There are routes that appear to have fairly empty buses that aren't being impacted when buses that often have standing room only are being reduced.</p>
<p>The cuts to the U-district are a bad idea. Many students depend on those lines as a means to travel to their jobs after class.</p>
<p>Without Metro, I would have not been able to go to UW.</p>
<p>Yes I feel the light rail has done this and would rather have busses than light rail. My kids need the busses. Please keep them!</p>
<p>As a loyal bus-rider without a car of my own, I depend on the bus to transport me to and from work at the University of Washington. Cutting Metro service will only increase the number of cars on the road and overcrowd already-full buses. Cutting Metro service is not the answer.</p>
<p>Decrease number of busses during off peak hours and increasing more busses during peak hours. Especially the 71-74's.</p>
<p>I am currently attending the University of Washington in Seattle. Without the Metro transit, this would not be possible. Simply put Metro is crucial to my success and progress as a student and in turn my future career. If a necessary tax increase is needed, so be it. I understand that we must all contribute and am okay with that. But please do not follow a course of action that would prevent me from achieving my personal life goals.</p>

<p>Please support the Metro transit system. This is a vey bad time to be cutting services. Robust mass transit is good for everyone - it gets cars off the road, it supports tourism, it supports industry, particularly in places like south Seattle, and it provides incredibly necessary connection all throughout King County. The economy is just now beginning to recover, and cutting transit as gas prices rise is a terrible idea. It will affect those in the lower and middle socioeconomic brackets the hardest, when it is already hard enough for folks to get by. The Metro system is not a handout, it's a vital public service (just like utilities, firefighters, and police). In fact, of all the public services, I argue that Metro stimulates the economy the most. Please fight on behalf of your constituents for this - car drivers as well as bus riders.</p>
<p>While it is obviously paramount to keep a balanced budget, these proposed cuts would have a heavy and damaging impact on the community, and specifically on our family. Please consider slightly raising taxes to fund this gap, to keep public transportation as an option for all of us. Our family has lived in five states and never had such a wonderful chance to use public transport as heavily as we do here in the Seattle area. Metro allows us to reduce road congestion as well as avoid large parking fees at our employer, the University of Washington. Please understand the impact this would have on middle and low income families who work so hard to make a difference in the community. Public transportation is a great public asset. Please don't cut Metro in this way.</p>
<p>My employer provides an ORCA card to employees as a benefit and also to encourage alternate commute options. The employee only as to pay \$15/month. As an employee, I would be willing to pay up to *double* that for my ORCA card per month. Could you raise the cost of the Business accounts for ORCA cards to make up for some of the deficit? The businesses could them increase their monthly fee for their employees, if they chose.</p>
<p>Cutting metro service is a ridiculous proposal for a city trying to pioneer environmentally responsible policy. Seattle and King County do not yet have other effective public transportation options for commuters, and metro cuts will cause many of us to return to our cars for commuting.</p>
<p>The thorough KC Metro system to date allowed me to look for housing anywhere in the city while still having easy access to a bus that takes me to the UW for classes. With reduced service on the 32, and buses from the tunnel to the U-District being cut, will mean that my commute could get significantly longer, and I will have fewer options. This limiting will render many people at a disadvantage and the system we have now is a model for other cities in this country.</p>

<p>PLEASE TAX US. Let this thing get on the ballot in April. I am so tired of having to write to my elected officials on a yearly basis to plea for these services to not be cut. Buses are an integral public service to people from all socioeconomic backgrounds throughout this region.</p> <p>So many buses are already too crowded. If they get worse, it is going to make commuting horrific for so many people. It will impact people's ability to get to their jobs on time, which has a negative effect on our economy. It will impact kids' and college students' abilities to get to school on time, which is obviously a bad thing for many reasons. It will impact parents' ability to get their kids to daycare on time. It will put more cars on the road, which also has a negative effect on the economy, the flow of commerce, and the overall quality of life of people in our region. And quite frankly, I wouldn't be surprised if it will likely lead to more cases of violence on the bus (because super-crowded buses make people super cranky...for good reason. If you haven't ridden a crowded bus lately, I encourage you to ride the 44 during rush hour and see how unpleasant it is to be crammed in there at the end of a long day. That's not even the most sketchy bus in the city either).</p> <p>Most of the best-running cities in the world have thriving public transportation systems. I don't know why we can't follow suit. If people in this city can fork over hundreds of millions of dollars in merchandise to support the Seahawks, they can fork over a minimal amount on a yearly basis to better support this essential public service that is a lifeblood of our city.</p>
<p>A strong public transport system is the best infrastructural investment a city can make. Decreasing it is a terrible idea.</p>
<p>INCREASING transit options, not decreasing them, is the best way to deal with transportation problems in the region. Our streets are already clogged with traffic: many of those who eschew transit do so because of lack of convenience (with respect to schedules, frequency of service, routing, full buses, etc.), all due to insufficient support for public transit. With not just sustained but actual increased support of transit service, I believe that more people would be inclined to use it and support it themselves, thereby stopping the cycle of more and more cars being on the road. Efficient, accessible public transit is a hallmark of all large metropolitan areas -- Seattle/King Co. should be no different, and given the values of its citizenry, this region should and could be at the forefront.</p>
<p>The buses I usually take run every 15 minutes. This frequency is reasonable. Any less frequent, and getting around by bus would become really inconvenient because every trip would have to be planned in advance.</p> <p>The bus is my main means of transportation. It's one of the most important public services for me. If the bus becomes impractical to use, what am I paying taxes for?</p>
<p>Please do not delete the 66 route from downtown to the University District - this is the only way I can commute to work!</p>
<p>Metro transit provides a great amount of service for everyone I use it frequently because it saves me a lot of money. My carbon footprint depends on the Metro transit system.</p>

<p>I disagree with shortening the route of the 12. I pick up this route at 19th and Denny every morning M-F between 715 and 740. No matter which bus time I pick it up in that period, there are only a handful of seats by the time I get on the bus. The bus is usually standing room only by the time we hit the 17th and Madison stop. I rely on this bus to get to work at the hospital area, and will continue to need it when going to appts for myself and son in the hospital area, so alternatively taking the 10, 11 or 43 would not make sense. When I get off the bus at Boren and Madison, the bus is still standing room only. So clearly there are lots of other people wanting to go south of the pike/pine corridor as well. Perhaps you could run the bus every 15-20minutes vs shortening the route? Or deleting service further up the hill on Madison vs at 15th?</p>
<p>cutting routes has already affected my commute, and the proposed route changes will only add to the crowding on buses which should provide proof of the need for more metro transit, not less. Especially in an economy that is struggling, metro service is a way to help people of lower incomes get to work and stimulate the economy.</p>
<p>But only decrease express routes on shorter trips and less frequent service on some of the lesser used routes. Maintain some amount service throughout the county.</p>
<p>Obviously these cuts will put many more vehicles on the road, increasing congestion and making it much harder for everyone to get around. I am of the mind that service should be increased. Try riding the 41 a few times and you will agree. There has to be some way to at least keep Metro at it's current status.</p>
<p>The schedule from 5:25 to 7:20 is screwed up. There should be an additional trip in that period and the 6:am trip should be taken off the No Service on Holiday schedule. Same issue for the afternoon between 4:20 and 5:11.</p>
<p>We need to continue to move towards being green, and provide access to transportation for all, not less</p>
<p>It is my hope that bus route #27 will not be cut. I use this bus frequently and would be displaced if it's services were to be cut.</p>
<p>The bus 252, you have three going within 15 minutes, instead of cutting the 7 am bus, you should cut one of three busses between 6:30-6:47 am</p>
<p>The large number of bus routes that head to the UW campus is extremely important for those of us who work there. Maintaining these routes is vital to our ability to commute to campus.</p>
<p>The bus fares are very reasonable. Increasing the fare is fine with me.</p>
<p>If having less stops would save money, that could be an option. (except for disabled/elderly). Get a subsidy from the sports teams for service on game days.</p>
<p>Cutting service will leave folks to find other ways to get around, thereby decreasing ridership and revenue. I think it makes more sense to find ways to increase ridership on existing routes (cut prices) so that folks may become accustome to mass transit and incorporate it into their regular travel plans. In this way, ridership increases and metro can over time reasonably increase rates as needed, and routes as evidence shows the need for them.</p>
<p>Pls do not cut buses to UW. Already, I wait long periods to get on the bus and most nights I have to let buses go by because they are too full to take me off campus. Students depend on these for work and study.</p>

<p>Yes! Public transportation is one of the things that makes a city livable and attracts business and residents. When my husband and I moved here, one of the things we were attracted to was our ability to reduce our environmental footprint by living without a car. Funding public transportation is an investment in a city with large payoffs in the near and far future.</p>
<p>Public transportation benefits the county by moving large numbers of people while getting cars off the streets. Cutting existing services is short-sighted and not a way to attract new riders or keep the ones with alternate commuting options.</p>
<p>As a doctoral student at the University of Washington, I am unable to afford the expense of a car. Metro transit has allowed me to function as a contributing member of the university student and workforce, allowing me to travel between Crown Hill and campus with relative ease. It also allows me to get groceries, visit local libraries, and explore Seattle's many neighborhoods alone, with friends, and with visitors from other states. Without Metro transit, my monthly expenses would be significantly greater. The proposed reductions to transit services (specifically, the elimination of the 48X and reductions in D line/Rt 40) would increase my transit time and make it impossible for me to get home after late night leisure activities in the downtown area (or after a late night return flight to Seatac airport). The result would be decreased productivity and decreased revenue for the local businesses that I frequent. I strongly encourage our elected officials to fully fund Metro transit, allowing service to remain at current levels or increase services to better meet the needs of Seattle neighborhoods and its citizens.</p>
<p>We are supposed to live in a progressive community in which we try to take care of all of our neighbors, particularly the middle class and underprivileged. This is part of why we congregate here. How can we produce an egalitarian society when we are slashing bus service? Let's pass the car tab tax, but, better yet, let's pass a modest and progressive state income tax that could help to provide funding for basic social needs like transit. Let's let people who can afford to pay more, give back to society. They can spend a tiny bit less on their next Mercedes.</p>
<p>I'm tired of the scare tactics being used this time around. I've been very vocal in the past about not cutting routes that are important for Eastside commuters but it really seems hopeless this time. I'm just plain fed up with Metro's attempts to scare versus resolve issues. I've supported every tax for Metro service as I utilize buses every work day (2-3 buses to get each way for my commute). Yet my main route from my home is up for the cut even though it has people standing EVERY DAY once it hits 520 at either of the times I take it. This is just ridiculous. The park and rides and buses from them are already overcrowded. The only option left for me would be to drive into work as I'm not willing to head to a park & ride to find the parking is gone or, if I happen to find that rare spot, stand on the bus every day to/from work.</p>
<p>Transportation funding should NOT be tied to a volatile source of revenue like sales tax. MAKE IT PERMANENT AND STABLE. Transportation is a basic requirement for access to food, medical care, education and the workplace. Failure to permanently and stably fund public transportation disproportionately affects the unemployed, working poor, and lower middle class, as well as more affluent citizens who choose not to own a personal vehicle (a choice often made for the good of the community and society at large, e.g., environmental reasons). There is no good excuse for getting this wrong.</p>

<p>As our city becomes more congested due to tunnel construction and increasing population, it will be imperative that we have a public transit system which can enable people in King County to live their lives and have the transportation they need. Seattle's cost of living is one of the highest in the nation, and this means that many people who live outside Seattle rely on public transportation to get to and from jobs in the city. Please work to prevent cuts to routes across the county!</p>
<p>Since the bus I take every day from the University of Washington (372) is meant to seat 56 people and we leave campus with close to 100 people on board, it seems that this is the time to be devoting more resources to public transportation, not less. There is lots of rhetoric about getting people out of their cars and yet the budget priorities don't seem to support this idea. I live outside of Woodinville, I work at the university, I don't want to drive there and I can't afford to park there anyway. Until I sprout wings and learn to fly, Metro is my preferred option and I am not the only person in this circumstance.</p>
<p>I live in a high population area but I work on mercer island. According to your standards for cutting service, one do the reasons for cutting service to M.I. Is because it is higher income. How am I supposed to get to work? I don't live there.</p>
<p>This region wants residents to RideShare whether it is via vanpool, carpool, bus, train or any combination of the aforementioned. Reducing bus service by 20%, particularly to/from a location like the University of Washington, is 180 degrees from what is being championed by the elected officials. What is it you want: more people ride-sharing or more congestion in and out of the region? My vote goes toward the ride-sharing.</p>
<p>Metro is the primary way many people commute within Seattle proper. Also many of my co-workers come from around the county to work using public transportation. In order to keep our cities affordable to live in and connected it is important to keep evaluating and supporting our public transportation needs.</p>
<p>Reducing service will lead dedicated riders like myself that use the bus for daily commuting (23 years) to seek alternative methods of transportation to get to work, exacerbating the financial problems and leading to a death spiral for Metro. The solution is not service reductions, but finding funding solutions.</p>
<p>By cutting the 66, 67 and 68 I don't know how I will get to work. The only option I'm left with is the 75 which takes 1hour (vs 1/2 hour). Seems to me that if Metro is this far in the hole and are proposing route eliminations (resulting in layoffs) , the next round of bargaining with the unions ought to include wage freezes (like we have had at the State for the past 4 years)</p>
<p>Reducing funds and services will cause a circular motion that will not end well. Reduction of services will cause people stop using the bus [as much] -> leading to reduction in revenue -> leading to cuts -> reduce usage and so on.</p>
<p>Community transit is a primary support of the economy and education of the metro area. So many people depend on it as their only source of transportation such as the elderly, students, and the poor. We already spend twice as much time community if not more than drivers. Why should we have to spend an increased excessive amount of time getting from here to there? Of coarse, it is more than probable that those driving will also spend more time on the road with the additional cars from people who can abandon community transit. Just how does cutting transit help the community at large?</p>

<p>There are many many students (especially UW students) who rely on metro system everyday. Cutting the services or ending the service early will cause great inconveniences. Some bus routes are proposed to end service to 7:00-9:00 pm. This schedule is simply not considerate for students, who take a big proportion as metro riders. Students who need to stay a bit later at school will have no way to go back home!</p>
<p>Metro is most important to livable, sustainable city. Public transportation supports the community tremendously and even more service is need (not less). I am proud to take the bus to work (UW). I can't afford parking and we are a one car family. Because I ride the bus it is provides one less car on the road, helps my budget, helps my stress, is environmentally smart and less wear and tear of our crumbling roads which need a lot of work. Keeping METRO moving is smart!</p>
<p>I am currently a third-year student at the University of Washington and I have commuted to and from school for the past three years. Commuting is important for me since my family and I cannot afford to buy a car for me to drive, and because commuting allows me to live at home and save money. Bus cuts would mean fuller buses and morning commutes to the UW are already packed as it is. It is important that metro receives the necessary funding because it's convenient and a great way for me, as a student, to get to and from where I need to be on time. In addition to that, with the proposal, about 40% of the revenue will go toward improving roads, which benefits the city in general.</p>
<p>The 67 and 68 are crucial for people commuting to the uw, to north seattle community college, and in my case between the two. Those routes get students to school and should be high priority. I currently live in the u district but frequently go up to northgate. If not for these buses i'll be biking and there are considerable hills in this area which is why you often have people putting bikes on these buses.</p>
<p>The LAST thing the Seattle area should be doing to its metro transit is cutting it. The buses I ride everyday are already crowded--I can only imagine the chaos reducing routes would bring! Let's find funding elsewhere; we can't afford to cut the transit systems anymore!</p>

<p>The Metro transit here in Seattle is a particularly frustrating experience I've found. It's very unfortunate that the result is proposing service cuts, when that doesn't really address one of the fundamental flaws of service here in Seattle, which is efficiency. I feel given the cost of services, which either rival, or are more expensive than: Boston, Chicago, D.C., or New York, with fewer options than those cities the focus shouldn't be on cutting service. More so, busses on many lines are frequently late, sometimes delaying passengers by 10 or more minutes. I understand that expanding the link rail was a smart and necessary addition to help aide in this matter, but this decision has come too late in the immediate urban planning issue, and more to the point will take too long to make a positive impact in this decade!</p> <p>While it does appear that more people drive than take public transportation (yet another symptom of already poor service), there are still a significant number of riders that, by cutting service will make for more unpleasant rides and infrequent runs. For example I take the 48 on occasion in the mornings to UW, however I've had to change that plan because the bus is coming to my stop already so full. So full that eventually the bus has to skip stops where people are waiting because it can't fit anyone else in, and yet there haven't been any service changes to that line to accommodate these riders... So you're proposing service cuts, thankfully it does appear that the 48 will not be affecting by these changes, but It will have to adjust for an increase of ridership if other lines are affected that connect with the 48. I am strongly against these proposed changes, and while I don't currently have a strong solution to the \$75 million deficit, I don't feel cutting services is doing any favors for an already lacking public transportation system.</p>
<p>Cutting routes means more traffic. Commuters who are forced to take transfers will tend to drive instead. This is especially true of commuters that commute longer distances. Many times these routes offer limited service but are more efficient in terms of time while alternative routes can take up to 2 or more hours. This can be a problem when students, nurses, etc get out late and have to take multiple buses at late hours of the night in remote areas. As it is now, some routes are already full at different times of the day. But decreasing service would prevent commuters from getting to work, school, etc because metro buses have reached their capacity. If you are unsure about the amount of people this would affect just look at the P&Rs. Some of these get so full that their is not enough parking for everyone.</p>
<p>Metro should be optimizing service. For the 68 bus, it may make sense to estimate demand to find a reasonable supply, as most of the passengers are UW students. It may consider adding services so students can make their x:30 class, instead of having buses every half an hour, or using smaller buses for the non-class time related ones.</p>
<p>Please do not stop providing lines to the university; it is important that students and healthcare works at the university hospital have safe and reliable transportation to get an education and serve the greater population in their jobs.</p>
<p>The metro bus system enables me to remain carless in Seattle. This is invaluable to me, and also good for city traffic, parking, and the environment.</p>
<p>Metro transit is one of the backbones of the city. Funding public transport should be a priority over funding roadwork, because use of public transport a) decreases the amount of traffic congestion, thereby decreasing the amount of expansion needed, and b) decreases overall traffic on the road, thereby decreasing amount of repairs needed. It also is an irreplaceable resource for people who cannot afford vehicles, and promotes the ability of car drivers to get around the city by reducing need for cars in the city.</p>

<p>Reduce how often certain routes run during non-peak hours. Route 44 doesn't need to run every fifteen minutes from 11:00 to 3:00.</p>
<p>I feel that in my area (north Seattle) the service is pretty good during the daytime. But it is somewhat sparse at night. But in the south end of the city the service is worse. This is a injustice as there are more people of color, more immigrants, more crime and more lower-income people in that area. We need to focus more resources in those areas (Rainier Beach, Skyway, White Center, South Park, etc.). If cuts need to be made, make them up north first. Preserve what service we have down south. I work down there and have many friends down there and the bus service is very different down there.</p>
<p>I moved here from California, and I have found such a welcome difference here, I can actually live without a car comfortably in Seattle. The system works, and if anything, I am sure it could even be expanded. There is no reason major corporations like Boeing should be getting tax breaks while it is clear that the state needs the money. Please, keep the great system you have, work to keep it great, cutting it will disproportionately impact those on the bottom of the income ladder, and exacerbate larger problems we already have with increasing income inequality in the USA. Keep your good system the way it is.</p>
<p>I would be willing to pay more taxes to fund this valuable service.</p>
<p>Several routes, including the 71, 72, 73 are already really overcrowded especially during rush hours. I need these to get to work to pay for my school. If these are cut or even their service is significantly reduced, it will either require a lot of luck, or a lot of pushing and shoving to get on the bus you need. Please don't discontinue routes. This is not what you should be cutting funding from. The metro is how so many hard-working, working-class people are able to do what is necessary to get by.</p>
<p>Cutting bus routes is a short sighted route to alleviating financial shortcomings. It will increase congestion and lead to more stress on existing (failing) projects like the 520 bridge rebuilding and Big Bertha.</p>
<p>The bus routes have already taken a toll with the last cut. My bus route actually improved and the congestion improved, but for many others that is not the case. Many people affected are my classmates and coworkers, all of them in their late teens and early twenties. Each of them struggle with staying safe and keeping to a reasonable work/class schedule, but with more cuts that reality becomes more improbable. I know they'll adapt because their education and career are important, but please don't make surviving anymore difficult for those already struggling. Please do not cut heavily used bus routes in the U-district like the 71,72,73, and 74. These routes are already horribly crowded (for good reason! They connect the UW population to the epicenter of our transport system) and we do not need to cause more stress on these routes.</p>
<p>Riding the metro is main way that many of us get around the city and to our jobs! I know that many Seattle-ites prefer taking the bus to to driving, but many of us often are inhibited by decreases in services, leading to less ridership. By increasing services and routes, I am confident more people will ride the bus and hopefully help to shrink the budget imbalances.</p>
<p>There should not be a reduction in bus routes where there are a large amount of people riding a certain bus. If there needs to be a reduction, then it should be for the routes that less people ride. For these past years, raising prices and reducing routes doesn't seem to be an effective strategy because it seems like there's still news about king county metro losing money. Instead, maybe implementing other strategies like stricter fare enforcement or reducing routes by times periods in the day when there are less people taking the bus.</p>

<p>Without Metro transit I would not be able to survive. I ride the Metro transit to work and school practically everyday out of the week. Without reliable transportation I would probably be living close to work and school all of which are in neighborhoods far beyond what my small paycheck brings every month. Stop the Rapid Ride nonsense (I'm talking about you, Rapid Ride E) and keep the routes!!</p>
<p>Disrupting the current bus lines will greatly effect Seattle's commuting workforce. The great public transportation is why I don't have a car to add to the traffic issues.</p>
<p>Keep the 68 route</p>
<p>By deleting routes 66-68 you have literally cut my main routes to get to the University of Washington 5 days a week. On top of that the proposed alternate route is going to run at almost a third of the capacity during peak hours. My buses are already packed to capacity during peak hours how do you expect me to find a seat now?</p>
<p>I take the 31 and 32 every day, and today the bus was so busy that it had to turn passengers away at certain stops. There was simply no more room to let them on without making them unsafe. I have been informed that one of these two routes will be cut, but as it is there is not enough bus traffic to take people from the U-District to Fremont/Queen Anne or Fremont/Downtown. If these buses are cut, it will only mean more people stranded at stops along these routes while it is 38 degrees out - no one wants to be turned away by a bus and made to wait an additional 20-30 minutes because the bus is too full.</p>
<p>I believe cutting almost 1/5 of bus lines through the greater Seattle area would be hugely unpopular- commuters are reliant on all of these available transit lines. Even with the full system currently in place, busses fill quickly and many riders are left to wait for the next bus- this problem would be exacerbated once riders need to figure out more widely-used transit lines and transfers they would now need to take.</p>
<p>Metro should review routes that are under performing and refine routes to be more efficient for taxpayers. Elected officials should fill the funding gaps to keep the same level of service and access to riders.</p>
<p>push for fees on tab renewal again.</p>
<p>I'm a UW student, I work in Seattle and live in Renton. The bus is really important for me and thousands of other students. I don't know how it even makes a little sense to cut the most popular bus routes. To what end? Maybe instead of getting rid of bus routes, the city/state/county can stop updating the "exit" signs on the interstates. Why do we need digital signs? I'm sure running a few bus routes pays off better than a sign that's just going to get old and need replacing.</p>
<p>I am really concerned about the route 68 deletion proposed. I am a medical student and I chose my rental because of route 68. I don't have lots of extra hours in my day to modify my commute. This morning I rode the bus with more than 6 of my classmates. If we could at least retain the morning and afternoon commute hours that would be a big help.</p>
<p>I rely heavily on the bus to get me to and from work, home, and school in the Seattle and surrounding area. Cutting these services would drastically reduce my independence as I currently do not have the funding available to get a car, and I have a strict schedule that I must keep in order to be on time for work. It is already very difficult to get on buses into the U-district and sometimes they have to skip stops because they do not have any more room. Cutting bus service will only make this problem worse.</p>
<p>Routes that have major overlaps can be rerouted especially during the peak hours so that we don't lose as that many bus routes.</p>

<p>Our city has been so focused on being "green" lately, and yet we're cutting transit funds, the transit that gets so many people to work and school around Seattle.</p>
<p>how can you encourage people to ride the bus to and from work, school and you are going to cut the service</p>
<p>Cutting service to the UW would be a huge burden on students.</p>
<p>Metro transit is greener and helps reduce traffic. It is an amazing public utility and also helps those who cannot afford a personal vehicle. It is a very attractive part of the Seattle metro area and should be expanded instead of cut.</p>
<p>As a student at the University of Washington without Metro transit I could not travel between home, school, work and other errands. Over the past several years my bus route as already experienced cuts meaning less working hours, and inability to commute from school. The cost of university is already putting our students into debt, why add onto their burden by adding more travel costs? There must be some way to support public services which support our local economy.</p>
<p>Reduced service is going the wrong direction; I support higher taxes to make service more prevalent and affordable.</p>
<p>Please do not cut the busses, especially those that run through U-District. It is hard enough for commuters to go back and forth daily from home to the UW! If the busses are cut, we would have no other alternative other then wasting more time that we could be studying on the transit. Thank you very much!</p>
<p>I use 271 to get from Bellevue to UW daily. I also use the 71-74 to get from UW to my internship in downtown Seattle. I use the bus everyday. Please do not reduce service. My classmates count on the downtown busses often to get to their part-time jobs as well.</p>
<p>I take the 197 bus to the U District every day, and almost every day, there are people standing in the aisle as we head up I-5, all the way from the Kent-Des Moines Park and Ride to the University District! We need more buses, not fewer! Decreasing service will just increase congestion, something that no one wants. Please increase funding for Metro!</p>
<p>I'm currently using mainly the 72 and 372 routes, I heard that these routes could be cut. In this case, I would have to walk almost 30 min. to get a bus from where I live. I do not own a car, therefore, if you cut these routes I will be in big troubles. I catching the bus every day of the week and in the morning they are very crowded, so this means that these routes are very popular. Please don't cut them!</p>
<p>Decreasing Metro transit service and funding is a detriment to the entire community. Metro transit is essential for commuters, especially low-income commuters, who depend on Metro transit for access to employment. Reducing Metro transit will have drastic, adverse effects on the local economy by reducing the opportunities and availability of workers throughout the community.</p>
<p>I am truly sorry to hear that route 113 in particular is due to be cut in the upcoming plan to reduce cost. It is a commuter only route that very efficiently serves our neighborhood in the early morning and evening and honestly was one of the reasons we moved to our present location. This route is always utilized to the fullest and would be a true shame to loose. Our family strives to minimize waste and negative impact on the environment, however the loss of this route will force us into the car for sure; something the streets of West Seattle could certainly do without.</p>

<p>Funding Metro is essential! Budget cuts most dramatically affect low-income riders who have limited options. Additionally, cutting services means more cars on the road - worse traffic and more pollution! Cutting the Metro budget is a short-term budget solution that has long-term negative consequences.</p>
<p>Transportation in King County is tough enough as is, with the constant construction and generally bad traffic. KC metro is vital to alleviating traffic problems and giving thousands of people a way to get to work or school on time.</p>
<p>Metro should be doing more to encourage the use of buses for commuters. It's gotten to the point where it's cheaper for many commuters to drive themselves to work rather than take the bus. There are many routes being cut that really shouldn't be cut. The routes that service the U district and the students of UW are almost always too crowded, often being forced to leave passengers behind. The proposed cuts will only further aggravate this issue, further reducing the incentive for students to use the bus system at all.</p> <p>At the very least, I find the timing of these cuts to be widely inappropriate, as the light rails that will soon be available to many commuters will not be completed for a number of years still. Were these bus cuts done to coincide with the new light rail stations around Seattle, there would likely not be as many problems as there are now.</p>
<p>Cutting transit is a short-sighted strategy that will have adverse impacts on those who need transit most. Mass transit is an environmentally friendlier way to commute and adds physical activity to people's days through walking to and from buses/light rail (this is supported by research, some done here in the Rainier Valley comparing walking before and after light rail was put in). Seattle does not need more car traffic. Every person taking a bus or train is one fewer person clogging up our streets and polluting our air. Please fund Metro transit. Take the long-range view. Ridership speaks for itself, and cutting service is only a self-fulfilling prophecy: if fewer buses are scheduled to arrive less frequently, it will cause even fewer people to be inclined to take a bus because it will become inconvenient! Research shows that the minimum interval between buses should be fifteen minutes for them to be accessible and convenient to most people. Please make the right decision for our city, our county, and our constituents.</p> <p>--A grateful bike commuter and bus rider who appreciates every single car trip prevented and the ensuing easier breathing and safer streets</p>
<p>I live on 2 bus lines that run every 30 minutes, except during rush hour where they run every 15 minutes. It is already difficult to manage my class schedule and errands around these timelines. The proposed changes to the 71 would make it impossible for me to rely on this line as an option for commuting to my internship or for school. Reducing current service to the Ravenna/Bryant/Wedgwood line would be detrimental to making this part of Seattle walkable.</p>
<p>I depend on route 271 as a connection from Kirkland to UW every day. Losing route 271 would make my commute very difficult. I would gladly pay an increased fare to keep the service intact.</p>
<p>The buses are perfect! Please please please don't cut my route (73), I chose my apartment because of the easily accessible bus routes. I will happily pay extra to not have to walk farther and wait longer in the cold and rain. I ride the bus twice a day, six days a week, it is my connection to work, school, and play.</p>
<p>Why doesn't Washington state have income tax?</p>

<p>Don't cut service! I ride the 12 every day to and from work, and you are proposing to service for the 2nd half of my commute. This will easily double my commute time to work. I would support proposals to reduce services outside of peak hours, rather than cut routes.</p>
<p>I rely on the bus to get to school, to get to my internship, and to get to work. I don't have other transportation options; I can't drive. If bus service is reduced significantly, it absolutely will alter what I am able to do in my day-to-day life.</p>
<p>With rent so expensive in the city, and high gas prices, I often rely on Metro (with my UW UPass) to get to work and graduate school. The bus schedule has already been adjusted on my main route, and it's made getting to work / school more of a hassle. Efficient and reliable public transportation is one of the big things that makes Seattle city life appealing to me, but if it is cut as significantly as proposed, it would sway me more toward moving outside of the city where things are cheaper and I could afford to drive.</p>
<p>Seattle truly needs a coherent cross-linked transit system to continue to be the world class sustainable city and region that it thinks it is. Reduction in service is unconscionable. Cross town routes as well as downtown routes are being reduced in an effort to focus on the most profitable transit routes. Well, this forces people who live in other areas to invest in vehicles to commute. Once someone has a vehicle, it is very hard to make them part with it - and yet this is what we must do to create a more sustainable environment. So how do we do that? Certainly not by removing transit service! Removing transit service only forces more people to get cars, not less. Please increase bus service and continue the shift to more than 50% of a work population that commutes to work on transit.</p>
<p>N/A</p>
<p>Personally the 197 route is the ONLY route that goes from Twin Lakes to U District. If you reduce the route to the main Federal Way Transit, I WILL NOT PARK there as this is way too inconvenient. I will DRIVE TO WORK.</p>
<p>The West Seattle bridge is a serious source of traffic congestion. We need more options to get to downtown and North Seattle that don't involve the bridge. How about a Water Taxi shuttle that goes all the way down to Roxbury? or a Light Rail line that goes across the bridge to downtown?</p>
<p>As a University of Washington student living off campus, I rely on Metro transit to make it to class everyday and make it home safely at night. I've noticed that there are plans to completely change some of the routes I take currently and this will make it tougher for me to be able to easily commute. As much as I hate parking and paying for parking, at times I'll be at school really late at night and don't want to be dropped off more than a few blocks away from where I live. I understand with budget cuts it can be extremely difficult to provide the same amount of service, however it would mean a lot to people like myself to be able to easily travel using Metro transit.</p>
<p>Parking in Seattle is expensive and impossible to find. In addition coming to Seattle from the Eastside, there is the toll bridge of SR-520. Metro is a safe and convenient way for me to travel to reach work and UW on time!</p>
<p>There ought to be funding for Metro transit and more support for the system. One of the main reasons is because many local students that attend the University of Washington and Seattle Community Colleges depend on Metro. Metro supports the education of many, and budget cuts on Metro impacts ability of many students to attend and obtain an education more easily.</p>
<p>It would be helpful to extend the service between Seattle and Bellevue.</p>

<p>Multiple routes that are very important for my work and school commute are being cut entirely, this is unacceptable. I am fully willing to pay increased taxes for this service as I do not have a car or the means to purchase one so I rely heavily on metro service. I am particularly impacted by the 66X and 67 route closures as those are the only buses which pass within a half mile of my house. Grocery shopping and getting to school and work will be much more difficult without these buses.</p>
<p>The bus route cuts are very relevant to the University of Washington community. Almost half of our routes are at risk, making it hard from students around the Seattle area and U District to commute between home and class. I am one of those students who would be affected by the cuts. I regularly ride the 271 between U District and Bellevue. Going toward Bellevue, I get on the bus at the very first stop it makes. The bus makes four other stops in the U District, and it is almost always completely full as it makes its way to Bellevue. Therefore I am sure many other people will be affected if this route is cut. Also, the bus makes it costless and quick for students to get across the 520 toll bridge. If it were cut, we would have to drive across the bridge and pay the toll, which may not be financially possible for many students.</p>
<p>You cannot cancel the #27 bus route it is the only bus that runs down Lakeside Dr S in Leschi</p>
<p>The King County Metro service not only helps individuals who cannot afford to drive or park, but it helps our environment by keeping less cars on the road. Rather than decreasing actual bus-routes, perhaps the same routes, with decreased service times, could be more helpful to those who live/work in areas of proposed cuts.</p>
<p>Please consider people who do not work normal schedules (e.g., myself, a grad student) because when on a deadline we have to work late, and even with the current bus schedule I have found myself stuck on campus at 9pm with a 1.5mile walk to the nearest bus that will get me home (Maple Leaf/Lake City area), which isn't ideal in the dark as a single female. Night Ride and Night Walk programs through UW only help people who live very close (U-District), not me. Please just make sure that evening routes going through the UW campus aren't cut, since they are few and far between as it is, and there are known safety issues with walking around in the surroundings of UW late at night. Thank you.</p>
<p>Build Park and Rides!!! It isn't economically feasible to get to close to everyone's house and everyone's business. To think you are going to do that is ridiculous. People use Park and Rides - take a look at how they are full by 8:00 AM and some by 6:30 AM. These buses are the fullest, fastest, and most reliable. These traits make people want to ride the bus. Let me people get themselves to the Park and Rides, where a fast and reliable bus will come and get them shortly. The lack of Park and Ride expansion is a major blunder by Metro. People want this service. Again, look at the crazy demand for it. So why aren't you supplying it??? The residents of this county can't afford to pay for a bus that goes to everyone's house. Guess what though, people can get themselves to Park and Rides (as long as they arrive by 8:00 AM).</p>
<p>Please keep Issaquah Transit Center as part of route 271 service. It would be fast to just have it go from Eastgate Park and Ride onto 1-90 then to Issaquah Transit Center. A lot of students take it to the UW</p>

<p>We need to find ways to fund Metro transit service. People on buses = fewer people in cars. Our streets are clogged with traffic and our environment cannot take more emissions. I depend on the bus to get to and from the UW and work. The buses I take (77, 68, 67, 66) are busy at virtually any hour of the day. The 68 provides an important connection from NE Seattle/Northgate to University Village and the UW. This route keeps many cars off of streets that are already crowded. Please find ways to fund metro.</p>
<p>Metro should be amply funded in order to *increase*, not decrease, service. I live in Fremont, and notice, just as in all of the surrounding neighborhoods, massive development of apartments and condominiums. When a single-family residence gets torn down, multiple high-density residences replace it. As neighborhood populations increase, the last thing we want is more people relying on their cars for transportation. We're constantly encouraged to use mass transit for environmental benefits, to reduce traffic, to save money on parking, etc., but if Metro is forced to consistently reduce service, more and more people will decide that the waits are too long, the buses too crowded, the walks to the nearest stop too long, and will return to their cars. And let's not forget all the people who rely on Metro as their only source of transportation. Many elderly, low-income, disabled, and other citizens who are often marginalized can't make the choice to travel by car instead. Their lives will be affected by decreased mobility and increased inconvenience when trying to go about their daily business. Seattle is a beautiful, vibrant, evolving city, often ranking high in national lists that compare urban centers; we need to make sure our public transportation continues to expand to serve our ever-growing population and to be something we can be proud of, both for serving residents and visitors to our fine city. We'll not be a first-class city with a second-rate public transportation system.</p>
<p>Service provided to UW students should not be interrupted. Funds are already limited to students. If it must be cut, then cut less used hours, not the entire route . This will require a collaboration with the school to determine those hours.</p>
<p>Don't reduce service! People NEED the metro transit</p>
<p>One reason I moved to Seattle was because of the public transportation. I have a medical condition which does not allow me to drive and I rely on Metro to get to work 6 days a week, never mind recreation, grocery shopping, ect. I know many people who own cars but choose to take busses because it is convenient and affordable. If you decrease Metro services in the manners proposed, I can guarantee you will have more drivers, more traffic, and more air pollution. I myself will likely not be able juggle both school and work full time as I do now if the busses I take do not run as regularly as they do now. I understand budget cuts have to happen and the money has to come out of somewhere, but I implore you to search for other options.</p>
<p>The proposed cuts will put two more cars on the roads. Both my partner and I currently ride Metro to our respective work places, and all of our routes (66, 67, and 304) are being cut. We will have no choice but to drive to work if these cuts go into effect.</p>
<p>I am an out of state student and rely on the buses to get me to and from my appointments. Please don't cut the 68!!!</p>
<p>Seattle already has little public transit compared to other cities of the same size and density. People rely on buses to get around and there are already too few in some places. Cutting back on buses would be a huge mistake.</p>

<p>Yes! Mass transit works to improve the economy and quality of life for residents in the state, but you have to fund it. The more buses and trains, the more people ride. The more people ride, the more the state reaps the benefits. Cutting services damages ridership and makes it more difficult for mass transit to succeed in the future.</p>
<p>I use my Husky Card as a bus pass, and it is essential for me getting to and from campus and around town. The convenience it provides is well worth the cost, and I would rather pay significantly more as part of tuition, or purchase something in addition to keep the same buses running on the same frequency.</p>
<p>Seattle has been a city that stands for sustainability, and finding a way to make the transit budget work is essential to keeping our city on the forefront of this worldwide movement. I am currently a Chemical Engineering student at the University of Washington and my quarterly transit fair is automatically deducted from my tuition. Most of the students at the UW have some type of state grant or scholarship to pay for their tuition. I feel that increasing our quarterly fair by 10 - 20\$ would have a minimal impact on the students while filling some of the current budget shortfall. What I am trying to say is to increase the fair for the people who rely on the transit system rather than cut routes and cause headache among those who don't drive. Before returning to school, I had no idea how convenient and cheap the transit system is. I suggest promoting the transit system to people who have never considered using it is crucial to broadening the rider demographic.</p>
<p>I am a student at the University of Washington. I live in Renton and work in downtown Seattle. Needless to say, I use the bus often and ride to a variety of places. Currently when I ride the bus from Renton to Bellevue (route 566) on my way to school, riders are forced to stand every morning because of a lack of seats. It is even worse on the ride from the University to Downtown Seattle where I work. When I ride one of the 70's (70,71,72,73) downtown, I stand on the bus 100% of the time because of the lack of available seats and full busses. 50% of the time I have to wait for more than one bus to come by because they are already full of riders by the time they make it to campus parkway and the Ave. Please do not cut routes. We need to be expanding the public transit system allowing more riders access, NOT cutting it.</p>
<p>As the size of the middle class decreases, the need for mass transit will only grow. As King county grows in population, the need for mass transit will increase. As CO2 emissions and traffic congestion continue to increase, the need for mass transit becomes more urgent. Please do the right thing for King County and for the great society of Washington state: help us become the competitive and innovative world leader we're meant to be by combining our expertise in engineering and our passion for innovation with a transit system that exceeds the present and future needs of central Puget Sound and beyond. Go Hawks!</p>
<p>The current services provided by Metro transit are of an incredible help to UW students. The frequency of buses and the variety of routes are thoroughly utilized by all Huskies. I can't imagine how devastating it will be to the Metro bus system with such a large budget cut.</p>
<p>Transit funding is just as important as road maintenance. Regular people depend on buses to get to work, school, home, and other essential places. Other cities have decent transit services; why is ours like a third-world country?</p>

<p>Many people rely on public transportation in order to literally survive. I'm a student at the University of Washington, without public transportation I would not have been able to live at home and commute to school, and if I had not been able to do that, I would not have been able to go to the UW at all. In fact, both bus routes I take on a daily are planned on being cut completely. Cutting public transportation will have an incredibly negative effect on so many people, there has to be a better way to cut costs.</p>
<p>More people would use bus service, if there was regular and convenient service. Right now most don't even bother to check the bus option because of huge gaps between the buses on many routes, and lack of convenient routes. For example, there is no convenient way to get to Bellevue from Renton via Metro. The only route is 240, and that takes about an hour for what should be 30 minutes at most! If it wasn't for Sound Transit, I would not be willing or able to use bus service at all! There should be more routes and more buses on each route, then it can be advertised as an efficient alternative to driving. Right now, it is barely useful already, and with the cuts, even less people will be interested in taking a bus.</p>
<p>Please reconsider cutting routes used heavily by students - I fear it's a politically palatable solution, but disproportionately impacts a high-use population. Buses 31 and 32 are never empty, and are packed and not able to meet demand in peak hours. If cuts are inevitable, is it possible to reduce service midday rather than cutting an entire route?</p>
<p>As a Seattle resident and University of Washington affiliated biomedical researcher, I strongly urge both state and local representatives to reach a transportation funding solution that will avoid the dramatic cuts to public transportation proposed for June of this year. I, like so many others at the University of Washington and in greater King County, must travel between multiple job sites for work, and the proposed changes will undoubtedly impact the productivity of my colleagues and I, whether due to increased travel times between sites by transit or due to increased road congestion as more individuals are forced to commute by car and utilize already overburdened parking infrastructure. Given the role of reduced sales tax revenue in generating this budget shortfall, as well as the obvious importance of efficient transportation in promoting economic growth and productivity, a major cut to transportation services is truly the last thing this region needs. Please reconsider these cuts to such a vital public and economic asset, and work towards creating additional revenue streams for public transportation.</p>
<p>Metro is a key link, along with Community Transit, in providing access to higher education for Washington state residents.</p>
<p>The more the service is cut, the less the bus is ridden, the lower the amount of money earned. It is a catch 22. Investing in public transportation is the only way to get support for it and make it both useful and meaningful.</p>
<p>As a person who owns a car and rides the bus on a regular basis, I would be happy to pay higher car tab fees in order to maintain my access to the city of Seattle via bus. It also seems that gas taxes as a percentage of revenue rather than a flat rate would make much more sense.</p>
<p>Metro funding should be a number one priority. It is crucial that a major city and major urban area have functional public transportation. I work at the University of Washington, and with the proposed Metro cutbacks, an already bad traffic situation will get worse.</p>

<p>Transit options are critical for maintaining mobility and access throughout Seattle for all residents. Any decrease in operations will make Seattle a less attractive place for those who are mobility impaired and those who do not have access to private vehicles. Proper transit service is critical for promoting livability within this city.</p>
<p>Traffic is a major problem in Seattle- to be a reasonable place for professionals to live and work, a good public transportation system is essential. Seattle already has a public transportation system that does not provide a decent way to commute for many people in Seattle and cutting the bus system will it even more difficult. Higher resources must be allocated toward buses and investing in the light rail for Seattle to continue growing as a city and metropolitan area.</p>
<p>Focusing on RapidRide at the expense of "regular" routes seems like the wrong priority. The Seattle area is supposed to be heavily dependent on mass transit to move people from the suburbs into the city, but the routes to the suburbs are being cut to bolster in-city service. This makes passengers like myself be subjected to commutes that are twice as long or make a decision to drive farther to meet the bus, thus minimizing the effect that mass transit has in reducing traffic and the associated environmental costs. Either way I am going to go to work and am not moving any time soon; I prefer to take the bus and am paying taxes to have this service available just the same as any other rider, but am seeing routes to my area cut regardless.</p>
<p>Extensive, reliable public transportation is critical to our local economy and quality of life! Please close tax loopholes and make corporations and the wealthiest among us pay their fair share before cutting services so many depend on for their livelihoods!</p>
<p>It's how I get to school and work, and the changes would make my commute more challenging</p>
<p>Route 30 should not be cancelled! The 74 is only a viable option for a few hours a day and it's always overcrowded!</p>
<p>I ride the 31 or 32 about 8 times per week and it allows me to get to school and work at the UW on my graduate student budget. I know some buses are underutilized, but many are overcrowded. Funding metro is very important to many people in the community and is necessary for many of us.</p>
<p>Place leave route 30 bus for seattle!!! please!! I need to take that bus to home everyday ~</p>
<p>Increase fare but not reduce service</p>
<p>Public transportation is my way of getting to and from work. The proposed cuts take out the main route that gets me to and from my place of employment. I ask that you consider the routes you are cutting and why you are eliminating them, rather than working to improve service times and therefore improve route usage.</p>
<p>Every day I see packed busses with riders that rely on the critical services that Metro provides. I am increasingly concerned about the impact on congestion, delayed goods and services and overall quality of life if the county's transportation needs are not met. Seattle and the greater Puget Sound area have been trailing behind more progressive planning cities such as Portland for the last 30 years. Seattle's reputation as a livable city is at stake and we will lose needed jobs to other communities that are better at recognizing the crucial role that a sound public transportation system plays in a an urban area's health.</p>
<p>I depend on a certain bus route everyday and so do many people. Cutting routes would significant change my daily commute.</p>

<p>As a graduate student, I rely on the bus to provide me with transportation to and from the campus of University of Washington. Reduction of service could limit my ability to travel to campus during the work week, which could severely affect my current progress toward gaining a PhD.</p>
<p>We should invest in public transportation not only to reduce our carbon footprint, but also to provide essential services to our communities. Cutting services for public transportation in a growing city such as Seattle would be a grave mistake and would impact thousands of Seattle metropolitan families.</p>
<p>Fully funding public transportation is crucial to a well-run, sustainable, just city. Cutting transportation in this city hurts those who can least afford it: students, the elderly, and people who cannot afford other ways to get around the city. Seattle's public transportation system already lags behind other major cities in terms of access and ease - cutting the system further would be a travesty.</p>
<p>Without Metro transit, thousands of additional cars would clog our freeways and pollute our air. Countless people would be forced to find parking that does not exist. The additional expense to these individuals would be enormous.</p>
<p>For a first-rate city, the public transportation system in Seattle is pathetic. It is expensive and there are parts of the city that are poorly connected (try getting from Fremont or Ballard to Capitol Hill in less than an hour by bus). Also, buses arrive late most of the time, which is just inconvenient. Finally, as someone who commutes to the UW, the buses to the UW seem to ignore class hours, such that routes to Fremont (31, 32, sometimes 44) at some times (usually 9am and 4:30-5pm) are packed like sardines!</p>
<p>Seattle city streets and freeways are already subject to overcrowding. Eliminating mass transit will force people back into their vehicles, further exacerbating the problem. I use the metro twice each workday to get to school and back home. Without my routes, I would be forced to drive, in which I would be forced to deal with traffic and the exorbitant parking rates near the University of Washington. I would be willing to pay more for the Husky pass in order to keep the metro routes that service the UW.</p>
<p>I think that if the state won't do anything to assist with funding then King County should adopt a tax increase either through license tabs or sales tax or a combination of both. In reading the King County proposal I like the idea of setting of fixed rate for individuals below the "determined poverty level". I feel the state should be assisting King, Pierce and Snohomish counties with transit funding as transit helps keep cars off the road.</p>
<p>Metro transit serves a wide range of people and contributes to the quality of life in Seattle. The better it gets, the better the city is.</p>
<p>It's ridiculous to continue approving new building projects like condos and Apartments in the place of old houses that don't have enough parking, and at the same time to not extend funding for public transportation. On one side, the argument is that people will ride the bus if parking is reduced or they won't have a car, but now those buses are getting cut. The rationale doesn't match up.</p>
<p>The idea that you plan on cutting so much bus service is insane. People depend on these services to get to work, and in areas outside of downtown, we already only have buses that leave once an hour that are completely packed.</p>
<p>Please allow us to raise our taxes to preserve current service!</p>

<p>I don't have a car, because I have the freedom of public transit. If there were route cuts, there wouldn't be a good way to get to the University of Washington campus. Most of the buses I take to and from campus are standing room only, so I couldn't imagine what it would be like if there were fewer buses. Driving to the University isn't really an option considering how few parking spots there are, and just how expensive it is to pay for a spot on campus. I am already a poor student, and if there were significant cuts to bus service I would have to consider buying a car, but I wouldn't be able to afford one.</p>
<p>These proposed funding cuts are fucking ridiculous. Seattle is one of the fastest growing cities in the nation; we should be INCREASING transit spending, not decreasing it. I have lived here for 4 years, and only seen the service worsen with each year, which is a direct result of decreased funding. This is directly at odds with the massive density increases that Seattle is seeing. We're putting more people into a confined space, and then making it harder for them to get around! What the fuck?!</p> <p>In addition, you shitheads in the state legislature convene a special session to give Boeing billions of dollars in ransom money, but refuse a TINY portion of that funding so my fucking bus can actually pick me up on time?! Fuck you straight to hell.</p>
<p>No matter what bus I take (205, 211, 550), it is always crowded. It is difficult to find a spot in the MI Park & Ride past 7:40am.</p> <p>To support public transit, green living, reasonable living for its citizens, the city council should:</p> <ol style="list-style-type: none">1) increase bus service2) expand the stalls at park & rides
<p>I live a 20 minute drive from UW campus but the bus route that I use 10x per week regularly takes over 40 minutes for me to get home. Cuts will only continue to make this worse. I used to have an express route that was pleasant, quite, and took under 30 minutes. I do not want to continue to see my route options cut. I voted for the universal upass due to strong service at the time, but if route cuts continue as I finish my degree I will look into other transportation.</p>
<p>I'd like to know how you plan to get all of the 197 and 179 riders on the 181 bus so that they can get to the Transit Center in Federal Way on time to make their buses to the UW and downtown Seattle. If the 181 can't hold all of the additional passengers or make the necessary connections people will drive to the Federal Way Transit Center. Where do you plan for all of the extra cars to park? The Transit Center parking lot is already full, as is all street parking and the additional parking arranged to the west of the Transit Center.</p> <p>The 197 is already standing room only during the UW quarter. Where are you planning to put the people that aren't able to ride a bus before 3:00 in the afternoon because you cancelled the trips? Are you planning for them to go to downtown Seattle, thus adding at least 30 minutes a day to their commute?</p> <p>Before you decide to cut routes and trips you should have to ride each of the routes for a week at various times to see with your eyes, what the impact will be. You say 197 is underutilized by basing your numbers on the time buses leave their bases to the time they return to the bases. Try proving to people that have to stand shoulder to shoulder for an hour to an hour and a half that their route is underutilized.</p>
<p>Seattle seeks to be a world-class city. All world class cities have functional and frequent public transit. Therefore, Seattle should have functional and frequent public transit.</p>

<p>If you decrease and modify the routes as is currently being proposed I will have no choice but to drive. I thought the city of Seattle and King County as a whole were trying to decrease traffic and increase public transportation use. I already find it difficult to use public transportation because of the inconvenient scheduling of some of the routes, but I do my best to make it work and do my part to stay off the road. I would no longer be able to do this. It would be literally impossible since 2 of the routes that I ride often (26, 32) would be going away, another one (31) would be shifting it's route and others would also be shifting their routes away from me. I find it very interesting given the amount of dense construction that is going on in the Fremont/Wallingford area that bus service would be decreased to these areas. To make matters worse, many of these new buildings have no or limited additional parking. People would have to own cars, but would have nowhere to park them.</p>
<p>Don't cut so drastic in the Georgetown neighborhood.</p>
<p>Why can't Metro let go of its little fiefdom and let transit in King County be managed by someone who has their act together--for example, Sound Transit?</p>
<p>Public transportation and higher education are two keys to a successful city. Metro routes are imperative to both in Seattle. Cutting routes will not only limit access to UW from many students and hence limit enrollment, it will also inhibit growth of the city overall.</p>
<p>A large portion of the county's population commutes to urban/suburban areas for work. An equal or larger portion of the population travels to the same urban/suburban areas for shopping and leisure. Cutting Metro service would not only disrupt the lives of people who rely on Metro transit on a day-to-day basis, but also hurt local businesses that rely on the commerce brought into the city by Metro transit. If at all possible, do whatever you can to keep this essential public service. Sales tax is not sufficient by itself anymore. Perhaps a state-wide income tax would alleviate Washington's growing revenue crisis.</p>
<p>My fiance and I recently purchased a home in North Seattle. We searched long and hard for a home that would be on a bus line with easy access to the University of Washington. Unfortunately, my key bus route, the 73, is now on the chopping block! Cutting funding for Metro transit will have wide-ranging effects, including an effect on property values. Please help me keep my connection to my job and don't force me to move!</p>
<p>Students, faculty and staff at UW depend on Metro service to get between home and work. The current levels of service between the Seattle campus and downtown are inadequate to meet need now; cutting would be disastrous. I walk with a cane and am unable to stand for an entire ride to downtown. Often, I am unable to find a seat on the 71, 72 or 73 expresses. This is a major hardship which often forces me to drive rather than take the bus (I board the train to Columbia City from downtown). Driving means that I have to purchase a parking pass for campus. These are extremely expensive. Canceling bus service would therefore mean that there is virtually no practical or efficient way for a disabled and/or low-income employee to reach work at UW Seattle. This does not serve the interest of UW, the City, or the State of Washington.</p>
<p>Metro transit is extremely important to many daily commuters, especially with Seattle traffic and the expense of parking. I think if anything, public transportation in Seattle should be expanded. There are also many people without cars who depend on Metro services and it would be unfortunate to decrease their access to this. As a medical student, I rely very heavily on Metro services and most of my colleagues do as well.</p>

<p>Traffic is bad enough without exacerbating it by reducing service and forcing more people onto the overcrowded commuter routes. It is ridiculous that the funding gap cannot be solved by our legislators - and I, for one, will not be voting for anyone who does not take our public transportation and traffic problems seriously and engage directly in solving them.</p>
<p>As a resident of Northgate who commutes to the UW, I am really disappointed that the 66, 67, AND 68 routes are currently planned to be deleted entirely. I entirely agree that it does not make sense to have two routes from Northgate to the UW (plus the 66 which stops fairly close), but I don't think it makes much sense to have none, as more and more students are living farther away from campus because of increasing rent prices.</p> <p>I am guessing that this probably wouldn't have much impact in terms of transit funding, but maybe reducing the number of stops on bus routes (some of them literally stop on every other street corner) and eliminating redundancy across routes would help.</p>
<p>Many people take the bus as a means to get around the city. Taking the bus from north seattle to just about anywhere is pretty easy, but the same does not hold true when catching a bus from the southend or even from the Westside. Cutting funding to the busses will make it very difficult for all students, like myself, to get to school.</p>
<p>Increased service will greatly help with traffic congestion and provide affordable transportation alternatives for low income workers.</p>
<p>Buses are essential especially to the University of Washington and downtown, where traffic is heavy and parking is limited. If bus services are reduced, more people will be driving, especially if they need to be certain places at certain times or if it is even less convenient to take the bus. Also, we will see more overcrowded buses and less accurate time schedules, which will, in turn, cause more people to drive and further congest the streets. Please consider options to maintain or increase Metro funding to allow this important service to continue.</p>
<p>Reducing metro service, as we already know will create distance between residence and reachable jobs within the King county area, which may have severe consequences.</p> <p>It will increase dependence on personal vehicle and cars, which will create more traffic congestion and delay throughout the county.</p> <p>Increase in number of vehicles increase in pollution level within the city areas.</p> <p>Possible suggestions may be King county Metro can check individual routes for which part within a route is making profit/have passengers, and can change the route length according to that estimation. Identifying major centers where people gather for various mandatory purposes(Offices, Colleges Universities, Commercial hubs), and spreading transportation network making them epicenters.</p>

<p>Affordable housing is in the outlying areas while jobs are in the cores of Bellevue, Redmond, Seattle. It is short sighted to reduce bus service in and around the employment and education cores everywhere. Reducing bus service won't reduce people's need to travel around the area but will only increase traffic in those areas that need relief the most. I think we'd all agree that people probably aren't riding the bus for enjoyment but only when necessary. And necessary means for employment, education, child care, medical and other reasons, it does not mean going out for entertainment.</p> <p>The late night and early morning runs serve the service industry workers working at restaurants, bars, movie theaters, etc. These are precisely the people who are paid too little to afford living in the core areas where they work. Likely the barista at Starbucks working in the financial district didn't drive to work and pay for parking in order to open the store for workers to stop in for their morning cup of coffee. And we, as citizens with a conscience, should be concerned about the cocktail waitress who gets off work at 2 AM with no affordable options to get home.</p> <p>If early morning and late night runs are eliminated perhaps the city/county/employer or taxes could pay for safe passage for the workers who rely on public transportation to open early and close late for the enjoyment of the patrons, the businesses they serve and the city we love.</p>
<p>Metro is vital to my life and the lives of those in my community. It prevents drunk driving and ensures commutes to and from school and work are possible for those that it isn't logical to drive. If route 68 were to be deleted, as is proposed, it would drastically impact my life in a very negative way. Please do not make it so my commute to and from work is twice as long each way.</p>
<p>With rent in this city preventing students and the working poor from living near their jobs, a robust public transit system is a must. As you cut back transit you'll get service industry workers who have to struggle unduly to get to work, leading to lower job performance. Professional students will find it harder to work at the University, and UW will attract fewer serious professional students. And as buses become fewer and more crowded, general surliness will increase. Before long, Seattle will become just like Boston: crowded and full of noisy assholes who drive everywhere because their mass transit is garbage.</p>
<p>i use the bus at least twice a day every day of the week to go back and from the University of Washington-Seattle and at least twice a week to and from Capitol Hill, Lower Queen Anne, Downtown, and Columbia City. i live in the Central District and the buses that service these areas are adequate for my needs. A cutting of any of the lines i utilize will mean spending even more time on the bus or waiting for it. On a personal level, the current service should at least remain the same.</p>
<p>I use the 32 and 31 buses to get to the UW, where I am a grad student. With the current proposed cuts, I would have to walk 15 minutes to the bus. Seeing as I work late hours, these walks are detrimental to my personal safety. This will make me more likely to drive my car to a bus stop near UW, park it and then bus the rest of the way. This is an inefficient and wasteful way to protect myself, especially given how we should try to eliminate needless car driving.</p>
<p>The metro is extremely important to the day to day life of those living in Seattle. Many would not be able to make it to work without the above. Buses are already over crowded, sometimes to the point of feeling unsafe. I would hate to see what this would be like under a decreased service plan.</p>
<p>Public transportation is one of the greatest and most visible services a city provides. Please don't cut it.</p>

<p>Public transportation is crucial for people with medically handicapped (e.g. Doctors do not recommend me to drive a car for medical reason). If services they use are discontinued, some people lose their means to go to work or groceries. In that case, the cost for moving should be paid for them. Otherwise, they have to die.</p> <p>Reducing public transportation causes more traffic problems, more emissions and waste of energy. Government should fund Metro to continue and promote public transportation. I think we should impose more tax on gas for the resource of the funding so that we can reduce the use of cars and promote public transportation.</p>
<p>Good bus service is extremely important to keeping Seattle a livable city. If routes become less frequent and more crowded, it will become inconvenient to use the service and many including me will likely end up driving more. This would be a travesty.</p>
<p>A lot of students stay near the University Village / 25th Ave NE area. Please do not delete routes 30 & 68.</p>
<p>Increasing Metro routes is the surest way to encourage more people to use public transportation and alternatives to driving their own car, polluting the air, and causing gridlock.</p>
<p>King County Metro has released a proposal to reduce bus service by up to 17% due to a funding shortfall. Of the 42 routes serving the greater UW-Seattle campus, 20 would be deleted or discontinued service to the area. I'm a female 2nd year UW law student who rides the bus every-day and will no longer have a direct route to school from my home at 2215 NE 68th ST, Seattle, WA 98115. Two of the bus routes I could previously take 68 and 272 will be cut and the only remaining one, the 71 is re-routed so it will no longer go past my house and will only come every hour and until 7pm. My only option now is to walk 15 blocks and take the 73 but walking this distance at night (I often study on campus until late until 10 pm) is unsafe. I will no longer have a way home at night that I can feel safe taking and will be forced to drive to campus and pay \$400 per quarter for parking and adding to the traffic and congestion on campus. Many students who no longer have a way home will also be forced to do the same. There are over 45,000 UW students who will be impacted. I would rather increase the cost of the UPASS and have a bus that comes every 1 or 2 hours and still have at least 1 route that goes past my house so I can feel safe walking home. Thank you.</p>
<p>Stop wasting money on your higher end officials and asking for the tax payers to keep paying off your ridiculous budget issues, especially those who DO NOT ride the bus. And don't even THINK about raising the costs of vehicle registrations to make up for your budget loss, either trim the fat from your way over paid high end officials, raise bus fare rates or cut back routes even but DO NOT EVEN THINK about raising taxes for the rest of us to pay for your money woes!</p>
<p>As a UW student, I and my fellow students depend on Metro to get to school and home again as well as commute to doctor's appointments, etc. Many of us don't have cars and depend mostly on bus service as such we can sympathize with non-students who depend on the bus to go to work, school, etc. Please support Metro because a great deal of your community depends on it on a daily basis.</p>

<p>If we are to indeed be a green city with forward thinking in pollution reduction then we should increase funding to the King County transit system. This city and surrounding areas continue to grow, which will lead to more people needing to commute for work and if buses are cut then more people will be driving. This is a loose/loose situation for everyone, more cars=more pollution=more congestion=frustrated society. The commute by car is already a joke it takes way too long to get anywhere, and costs too much in fuel, carbon emissions, parking, and above all time. As a student I would be willing to pay more for my route to increase. I start my day in Bremerton and take a ferry to walk to a bus to take to UW campus, and most the time if I can squeeze on I have to stand. The buses are overcrowded on these routes 71,72,73, as it is and a lot of time I have to wait for the next bus and that means I miss my ferry. Please figure out a way to increase funding to keep Seattle on the right path. Thank you</p>
<p>Funding for Metro transit is essential for Seattle residents, especially students who are currently forced to buy the U Pass. If you cut funding and eliminate routes affecting UW students, we may feel the need to stop funding the U Pass as we no longer have routes to use. This will devastate a large amount of income which you should consider greatly.</p>
<p>It doesn't seem like the metro employees who stand at high traffic stops like 2nd and Columbia are really that useful</p>
<p>Don't cut bus services. They are so important!!</p>
<p>Parking is very expensive at the University, especially as a staff member and student, and I am not able-bodied so I cannot walk or take the bus. I moved closer to the University with the intent to take the bus each day to/from school and work.</p>
<p>The 66X, 30, and 31 are important parts of my commute to school and work. Please don't delete these routes. It would affect my travel time quite a lot.</p>
<p>The king county metro system already fails to serve the residents who need it most - residents of west Seattle, skyway, south Seattle, and many others who don't live in the north-seatac corridor. Instead of reducing funding, you should be looking to increase services east-west (perhaps by expanding the light rail. Seattle daytime population only increase by 160,000 ppl on an avg day- stop focusing your attention on increasing service from suburbs) and providing more frequent services in those areas as well.</p>
<p>A city's public transportation is the lifeline of a city. Without it, we're disconnected from each other, and crippled.</p>
<p>We should be directing funding toward increasing public transportation, not decreasing it. Better public transportation will attract more people to use it, and it will be better for the environment. If we had more frequent service, people wouldn't be so likely to use their cars or use services like Car 2 Go.</p>
<p>Cutting funding and service for public transit is disastrous. It hurts those who can least afford to travel another way (and who live furthest away from the center), and it will only make traffic worse for everyone. Cutting public transit will put more cars on the road and increase pollution and commute times. It's not good for anyone.</p>
<p>The Metro funding system is opaque. I am a relatively well informed resident and I do not understand how/why shortfalls develop or why they seem to come up every few years. Where are costs increasing and why? If we knew more about the reasons for shortfalls, riders could organize more effectively.</p>

<p>I sold my car when I moved here because I felt Seattle provided reliable public transportation. I rely on Metro buses to get to work, to school (UW), and to see friends. I would gladly pay an increased tax or small annual fee to prevent cuts and I would hope my fellow citizens would do the same. With power comes responsibility, and I implore you to do everything in your power to look ahead in twenty years and help Seattle be the sustainable great metropolis that it can be by providing an infrastructure that allows its citizens to get to work, visit loved ones, and go about their lives without a car.</p>
<p>Public transportation is vital to the economic and social success of our city. People from all backgrounds rely on public transportation for work, school, medical appointments, social activities. We will never rank high in liveability if we do not maintain a solid public transportation system.</p>
<p>The buses I ride are always standing room only, if there is any room at all. There is no acceptable reason to be cutting service at a time like this. I'm in favor of a small tax increase to better fund transit and/or a slight increase in fares. The positive externalities of reduced traffic congestion and pollution make improved transit service valuable to all King County citizens.</p>
<p>save the 540! its critical for UW commuting students/staff/medical patients</p>
<p>At a minimum we should be maintaing service, but I strongly believe in having accessable public transit. Many citizens depend on it for commuting to jobs throughout the county and it's a vital service to the community.</p>
<p>Traffic continues to worsen, and it seems to me that more people are taking the bus. This is not the time to cut bus services.</p>
<p>Funding transit is a necessity. It stimulates the economy (gets people to/from work); it protects the environment (reduces cars on the road). Cutting transit service will spawn a host of new, even more expensive issues. Funding transit is the right thing to do.</p>
<p>Please increase funding for Metro transit!</p>
<p>Yes, stop wasting money frivolously. We can't use wifi on the CRapid so that's an unnecessary expense. Also, stop trying to make the bus stops fancy, we don't need solar garbage cans. This does nothing to improve my ride experience. Maybe hire some folks that actually commute by bus, get their input. And who places the bus stops so when a bus stops it blocks the intersection?</p>
<p>I think that you should reduce the bus size for routes with less passengers and just run less frequently. For service routes with more passengers, a larger bus and more frequent departures. There are thousands of staff and students that come to the UWMC daily. If you cut our way to get to work/school, we would be forced to do more rideshare and yet still drive. I don't think the idea of putting more cars on the road helps anyone. This being said from a bus rider of 23 years.</p>
<p>Please continue to make high quality and affordable public transportation an option. As a student nurse, I (as do many of my classmates) heavily rely on public transportation to travel to campus and clinical sites. I work with medically underserved populations through King and Snohomish counties. Many of these people do not own a vehicle and completely rely on public transportation to get the medical care they urgently need. Please keep funding for Metro transit a priority, as it is so vital to the livelihood many individuals.</p>

<p>I would love to see Seattle be proactive about providing options for commuters. I have been a bus rider for over 25 years and I've noticed more people than ever using the bus. If you cut services now, Metro will lose riders and worse, lose the trust of the loyal riders. It's obvious that traffic is awful around Seattle, and it is getting worse. Seattle needs to make the buses a priority until we have other options for moving lots of people. Also think about the cost of enticing riders back to Metro once service is restored. Why should people trust Metro if you keep taking it away?</p>
<p>I rely on the bus to save to money and get to work on time. I see that ALL my bus options from my home to my work are on the chopping block now. Cutting funding for busses takes Seattle backwards into the realm of unpleasant unlivable unpopular Midwestern American cities where everyone drives because there are no busses. We need MORE busses, not fewer. I am bitterly disappointed in Seattle as a city for making these cuts.</p>
<p>Public transportation is more attractive to car-drivers when transport is convenient, non-crowded and easy to access. In Mexico city, car drivers identified crowded public transportation as the MAIN reason that discouraged them from using it. Funding public transportation not only tackles traffic and pollution, but fuel consumption, street maintenance as well as parking needs in both residential and commercial areas. This makes public transportation an alternative that addresses more issues than car drivers switching to hybrid/electric cars. In addition, an often overlooked related subject is the amount of new buildings and townhomes with only one parking space with buyers/owners having two cars, consequently crowding street parking. Convenient public transportation can encourage and support one car per household, as long as most of the Monday-Friday commute can be done using public transportation.</p>
<p>I would be in favor of increasing fares even more to keep the current routes available in the future.</p>
<p>Metro buses are an important part of many commuters daily routes. Please continue to fund Metro transit services and allow the greater Seattle area to grow both in revenue through business and as a community.</p>
<p>Reducing service will only cause less ridership for less income. The more service the more income Metro will get.</p>
<p>Public transit funding should be top priority if we're serious about reducing traffic and environmental impact of transportation. Additional funding can come from increased taxes on car registration, fuel (hopefully our officials have been sensible enough already to provide a fuel credit to public transit), and, ideally, allocated proportionally from a state-wide income tax.</p>
<p>Please do not cut/change the bus route 73. We live in Shoreline and need bus route 73 to commute to school (university of Washington) and work (in downtown). We would like to have route 73 extend further north in Shoreline, instead of cut the route in Shoreline. If the route segment in Shoreline is deleted, it would be very inconvenient for us and we are strongly against that.</p>
<p>My wife and I both commute 5 days a week on Metro buses. Because of the service, we have cut down to one car, and drive it less than 5,000 miles a year. Previously we had two cars averaging 12,000 miles each per year. This represents a big decrease in traffic, parking, energy use and pollution, for just one household. If the cuts go through, bigger more expensive problems will appear!</p>

<p>In a city that has very few options in terms of transportation, it is terrible to hear that funding cannot be met for creating and maintaining public transportation. Seattle is a large, industrious city that is growing by the day as large companies recruit more people to relocate here. Already we have terrible problems with traffic during commuter hours and for being a top destination city, it is ridiculous for travelers to find ways to see the city with our bus system. As someone who rides to bus every day to get where I need to go, I am very reliant on the bus and its schedule. Cutting the amount of buses means that I have longer wait periods while trying to get somewhere. It means that it is almost impossible to go anywhere on the weekend unless I buy a car, or that I have to plan a longer wait time than my already hour and a half commute on my way home from work. This is a very personal problem for myself, and other friends I have that ride the bus on a daily basis. Public transportation should be a priority for this city to help its citizens, the environment, and to help reduce the amount of cars we have on the road.</p>
<p>Route 56 and 57 (due to be eliminated!) service to West Seattle is already scanty. Every half hour with the last trip leaving downtown around 6:50 PM just doesn't cut it for commuters such as myself coming from UWMC.</p>
<p>Keep bus routes and don't make cuts. Busses are usually late and overcrowded. Cutting routes will just make things worse</p>
<p>Decreasing the late night 49 service would do nothing but either strand a lot of UW students on capital hill on weekend nights or most likely just cause them to drive instead of catching the last bus back to the udist which will increase the amount of drunk driving and drunk driving related accidents/fatalities.</p>
<p>I think elected officials should support funding for King County Metro. Good, cheap public transportation has positive effects on the economy, the community, the environment, traffic congestion, access to resources, and public safety. An advanced society is not one in which everyone has a car; it's one in which everyone rides public transportation. We should invest in creating a public transportation system that is easy to use, clean, safe, frequent and punctual, and make it appealing both to the people who rely on it and to the people we hope to encourage to begin using it.</p>
<p>Mass transit funding is an equity issue. When mass transit is cut, it becomes increasingly difficult to ensure that all citizens have equitable access to available jobs, higher-education, and community/civic events (including discussions hosted by King County metro about King County metro cuts). As the cost of living in the Seattle area skyrockets, government budget isn't the only thing at stake with mass transit cuts; it is a matter of equity and social justice. The housing development in this city promises someone huge profits. One funding possibility is that we, as a city, hold developers accountable to helping fund the improvement of the transit infrastructure Seattle. As more and more people move into the area, this infrastructure will be even more necessary. For environmental and social reasons, mass transit must be a large part of that transit infrastructure.</p>
<p>Metro is a pillar of our economy. It is more than just a bus service; it allows for those for whom driving isn't possible the ability get to work, the store, etc. Not making funding Metro a priority is dangerous. Pure and simple.</p>
<p>277 should remain funded. It is the only direct route to UW from the area that I live and it is used by many students and employees of the UW.</p>

<p>Metro buses are already slow, crowded and unreliable. I take the bus every day to get to school and work. With more and more people relying on public transportation to save money and help the environment, it is incredibly disappointing to see certain public officials turn their backs on people who need their help the most. Shame on them.</p>
<p>I think reliable public transit is important to the Seattle area and the county. It is vital for people who have no other transportation options, including many who are elderly, children or young teens, temporarily injured or permanently disabled. Unreliable or infrequent mass transit services would contribute to more traffic congestion and parking congestion from people who would otherwise take the bus, but who instead would take their cars. Air pollution from increased automobile traffic would likely contribute to increasing public health problems. Elected officials should show they are leaders in making Seattle a livable city, with good public transportation, for residents and visitors.</p>
<p>Seattle has limited public transportation as it is but expanding the train service should help. If I am forced to drive into work, it will cost me substantially more due to gas, traffic, parking shortages at work and expensive parking at work. More bus cuts will mean more cars on the road and the conditions of the roads in Seattle is so poor that I have excessive wear and tear on my vehicle just from driving on uneven pavement, potholes, etc. I have had to do alignment repairs and suspension repairs on my car twice in the last 4 years. The mechanics I use have told me that the roads in Seattle have definitely caused the need for these repairs.</p>
<p>Bus riding commuters who are doing their part to save the environment from exhaust fumes, save wear & tear on roads, and ease traffic congestion should not be penalized with fewer bus route options/times. If anything, more options should be provided to encourage higher ridership. Elected officials should consider revoking tax breaks and subsidized money given to car rental companies, taxi companies, and any other transportation based entity that puts individual vehicles on the road. Perhaps they also need to find a way to charge drivers of personal vehicles for driving during peak commuting hours and use this money to help offset the deficit.</p>
<p>Passing a funding measure to stabilize Metro Transit's operating budget is directly in-line with stated goals by elected officials to both reduce traffic congestion and reduce greenhouse gas emissions in the greater Puget Sound area.</p>
<p>Metro should utilize the longer bus during peak time and shorter bus during non peak hours. Bus 32 is standing room only during peak hours because the shorter bus is being utilized while during non peak time the longer bus is being utilized with lots of room and nobody is seating on those empty seats. Numerous times we had to leave passengers behind because the bus is so crowded on the shorter bus. Utilize your resources more efficiently.</p>

<p>Metro transit is SO much better than it was 30 years ago. I would love to see better service, not reduced service.</p> <p>The #68 is a bus I take often and love to ride in the winter from my home in Ravenna to University of Washington and on Saturday to Northgate. It's more convenient and safer in the winter to take this bus than the #372 which is overcrowded and barely stops near the curb on 25th (Hard to disembark!). I also take the #72 consistently to work. It's also very convenient as it goes through the neighborhood (north Ravenna).</p> <p>Metro service has grown as the population has grown on the East Side (Bellevue, Redmond, Issaquah, etc.) and the South End (Renton, Kent, Maple Valley, Puyallup, Federal Way, etc.). I would hate to see that reduced. Even though I live in Seattle proper I do take buses periodically to, for example, Valley Medical Center and Regional Medical Center. These two locations are actually VERY hard to get to by bus from Seattle. I could have done it in 30 minutes by car and it took me at least 1.5 hours by bus. So there is definitely room for improvement in the south end of Seattle, plus the bus stops are very run down in that area.</p>
<p>Please do not make any cuts to already under-serviced areas! Getting to and from the U-district and South Lake Union where I work is already very difficult, but the proposed cuts would make it almost impossible except for at peak times. I could never stay late or arrive early!</p>
<p>Cutting Metro service only creates problems. The city is already wrought with bottlenecks and cutting Metro service will increase cars on the road for those that can afford it, increasing traffic times and making transportation overall worse-off, while limiting access to transportation for a portion of the population.</p>
<p>I use the bus daily. I don't have a car. With bus cuts, I would be forced to buy a car and drive.</p>
<p>Why are you cutting so much service out of West Seattle? If anything, due to all the construction, West Seattle deserves more service. The revisions made to the routes last year, especially dumping the 133, has made it miserable to get to work by bus and by car because traffic has noticeably increased due to your revisions. Dumping all bus routes out of West Seattle onto 99, a major construction zone, makes no sense.</p>
<p>Transit funding needs to be maintained at current levels to avoid the planned cuts. My route 167 would be completely eliminated despite the fact that it is full every day UW is in session. My only option would be to take two buses either to the Bellevue Transit center and change or to downtown and change. My commute would exceed an hour. This is the ONLY route that services this area to the University District.</p>
<p>It would be helpful not to decrease the service. It has been hard for me to go from one place to another with the current limited bus ride, not mentioning that Community Transit has severely cut their service to the point that I have to move out to Seattle. I had thought that Metro has served well all over king county, not to mention ample bus service to UW and has enabled me to travel during weekends. However, if Metro continues to cut the service, it will be difficult for me and fellow students who don't have a car to go to school. Students NEED a safe ride home and to workplace. Also, it would be helpful to keep with the proposed planning of 8 minutes gap between buses as some people just can't afford waiting for one bus that comes every 1 hour to their destination. Thank you for your understanding and consideration.</p>

<p>Where I live now is serviced by several routes, all of which will be cut and eliminate me being able to use King County Metro as a transportation choice to get to work. I am sure I'm not the only one. The cuts proposed are drastic and I'm sure were carefully considered but will decimate the ability of people to commute to work. The number of cars on the road will increase and create widespread problems with increased traffic. I think that the route changes could be formulated better than what I have seen in order to lessen the impact of the cuts. The suggest route change for the routes I could ride to work would put me a mile from work. If these changes take place I will stop riding the bus completely as it will no longer be a viable option.</p>
<p>For many of the people that live in King County, relying on public transportation is a way of EVERYDAY LIFE. For people in my situation who do not have any other mode of transportation, this news is INFURIATING. Meeting budgets is necessary for maintenance of a program, I understand. However this is going to cause a huge influx of frustrated commuters, which causes stress on the road. And as far as cutting Route 66x ALL TOGETHER does not make a bit of sense to me. Where is the logic in this?!</p>
<p>Bus routes should be periodically evaluated so that high-demand areas receive more service.</p>
<p>Public transportation is vital to the future if the region- congestion is very bad and will only worsen if we don't address this by improving and expanding reliable public transportation. I use metro everyday to commute to and from work (SLU and U Dist.) and chose to live where I do (Bothell) because of the access to the bus line. Being able to use Metro saves my family and I time, money, and stress; making it very important to our quality of life. If this is negatively impacted by reductions in service, we may choose to leave the region for better lifestyle opportunities (less traffic) elsewhere.</p>
<p>This is one of the few issues that will affect many voters directly. The sorry state of our roads and lack of major transit alternatives will lead to increased congestion, frustration and reduced productivity. We live in a unique geographic area that precludes us from simply increasing road capacity to accomodate the additional vehicles these proposed cuts will cause to be on the road every day (I believe I've read as much as a projected 10,000 additional vehicles may be on the road every day as a consequence of these cuts); expanding mass transit is the only viable solution to the transportation issues facing Seattle. I am a taxpayer who is willing to help fund this and I would vote yes to any tax increases guaranteeing Metro funding (especially if they guarantee my route) and this will certainly be an issue I continue to pay attention to as our state elections approach. Please help the hard-working folks who choose or who have no alternative but to take the bus to work, or school, to run errands or make it to the doctor.</p>
<p>A reduction in bus services inordinately affects people in lower income groups, who cannot afford their own transportation. In a day and age when income inequality is having discernibly devastating impacts in our society, it is hard to understand why the local government would choose to place the burden of budget cuts on the already disadvantaged. Moreover, in a county that prides itself on environmentally-responsible legislation, how can public transportation be disincentivized? The authorities should be actively promoting the environmental advantages of a strong public transport system NOW and should invest in it as early as possible, even at a loss. This is a necessary investment in a future where urban environments are only going to get more densely populated. The infrastructure of Singapore should serve as a model. We cannot afford to increase our dependence on personalized transportation.</p>
<p>Must be funded. We want people out of their cars. I use the bus service almost exclusively. I must take 25 trips a week. This includes commuting to work, shopping, errands etc.</p>

<p>I live in Seattle because of the city's commitment to sustainability and social justice. It seems to me that decreasing transit service across the city does not uphold either of these values, which is disappointing. I choose to live here because I share these values and it would be great to see policy reflect this.</p>
<p>It's imperative that the city come to a solution on this issue that keeps buses on the roads. Population is increasing, traffic is getting worse. We should be looking to expand alternative modes of transportation to ease congestion and improve the livability of our city. It's vital.</p>
<p>Bus service is vital. Many people don't have cars or can't drive.</p>
<p>Keep bus service as much as possible. People that do not have a car rely on this to get to jobs, get groceries, doctor appts, etc. It also is green for the thousands of employees at the UW who save on green house gases by taking the bus rather than drive solo. Bus service is a critical service to the public. Please try to save as many routes as possible!</p>
<p>Just that my college education relies on an average of 5 buses daily, all of which are full during my ride.</p>
<p>The proposed deletion of the 304 route will add at least an hour of commuting time each weekday. The 304 express bus runs at peak hours from Shoreline to downtown, and all the seats are filled, morning and evening. I picked the location of my house in part due to easy, fast bus service to downtown - cutting that line is really going to impact my quality of life. Thinking about these personal impacts spread out to commuters across the region, it seems like a major policy failure if we can't figure out how to fund bus service in the midst of overall economic growth in the region.</p>
<p>I specifically moved to my new neighborhood because of the transit option here -- to get from a nearby park and ride to the UW without transferring downtown. I used to take the 167 from Renton to UW, and now I take the 197 from Des Moines to UW. These are the ONLY two direct buses from UW to southern suburbs. Please try to find a way to keep service the way it is. I know you (Metro and other transit officials) are doing your best, and I wouldn't want to suggest cuts without having as much information as you do. I would hope that elected officials would explain to their constituencies that mass transit is good for all involved, and that one option that should be OK with single occupant vehicle drivers is an increase in car tabs to support mass transit. They complain about adding \$20 to their tabs, but then spend \$20 for a dinner at Jack in the Box without a second thought. Just saying.</p>
<p>I would like to know how Metro is reaching out to non-riders? I am unclear about Metro's programs and I ride the bus everyday.</p>
<p>The 121, 122, and 123 morning and evening routes are already overcrowded from the last round of cuts made to Metro service in the SW Seattle/White Center areas. Riding the bus is a necessity for me in order to keep my driving bill down. However, I get car sick when I stand on the bus in the mornings and will end up forgoing the bus and driving in if I am not able to be seated due to overcrowding. I'm sure there are others in the same situation. If the goal is to reduce Metro ridership, this is a good way to do it. Also, I notice there are almost no cuts to service, for instance, between Ballard and UW - ? Is that because they pay higher taxes/have higher income than people who live in Burien ?</p>
<p>If the planned revision of the 71 route takes place, I will be forced to drive to the UW campus instead of taking the bus, since I'll have to transfer to get there, and this will take too much time. Also, the buses will become so crowded that the experience will be unbearable.</p>

<p>Funding for Metro Transit is critical to move the Seattle metropolitan area forward. As an employee of the University of Washington, there is limited parking on campus and is quite expensive. Combined with the 520 bridge tolls, my daily commute would cost me over \$20 per day, or \$400 per month. This is prohibitive for the majority. If one of the goals of tolling the bridge was to get traffic under control, it may not work any longer if there is not adequate bus service. Careful evaluation of services provided is crucial to allow people to continue to use the bus, and to allow Seattle to be a leader in mass transit. What's the point of spending money on new bridges, tunnels, and light rail, if there is no bus service to the outlying areas. I look forward to being able to take a bus to the UW district and light rail to the airport, but will be unable to do this with the pending cuts in service.</p>
<p>Please figure out how to fund public transportation, if you don't, the congestion, access to justice, and pollution problems in Seattle will get worse.</p>
<p>I bought a condo a few months ago based on the existing buslines, and the proposed changes make it very difficult for me to get to work. I rely on Metro to get to work because I don't have a car.</p>
<p>If the goal of a good bus service is to reduce auto use in the city, then it would make sense to tax the thing we want to reduce. Why not add funding to metro by taxing long-term parking in the city and other areas with large population of commuters (e.g., UW).</p>
<p>Fund it!</p>
<p>Public transit is the backbone of a healthy city and I count on Metro every day to get me around. Without metro I would have to drive and I don't want to do that and spend lots of money on parking. Please work hard to preserve service and keep the city running.</p>
<p>Please do not cut route 167. My only alternative is driving 520 or I-90, and along with my fellow riders, will significantly increase traffic at peak times on these already heavily congested routes.</p>
<p>Metro should be expanded, not cut. Not only does Metro provide reasonable transportation and allows thousands to work jobs they might not be able to get to, but it also provides living wage work, itself.</p>
<p>As Seattle is a crowded city, many people rely on public transportation to get to school and/or work. There should be an increase in metro service, to accommodate for the many people who need to take Metro in order to get around. Furthermore, many people do not have money for a car, let alone gas.</p>
<p>I have a physical disability that inhibits my mobility, and having the buses as they currently are as a minimum of service is helpful so that on days when I can barely walk out the door, I can still make it to school or work. With proposed cuts, it would be difficult or impossible some days for me, because it would take away the convenience of having a bus come almost right outside my apartment frequently enough for me to get places in a timely fashion.</p>
<p>Less bus service means more cars on the road. More cars on the road mean a decrease in the quality of life in the Puget Sound. Do we want to be a worse place to live than L.A??</p>
<p>I can not drive due to an illness. With out the metro bus system I could not go to work or to my doctors appointments. I could not get medicine or groceries. Metro is vital to my everyday life and survival.</p>

<p>I am in favor of operating more efficiently and saving tax payer dollars, but Metro's bus service provides an essential service for residents and any cuts that are made should be strategically motivated, not politically. I support adjustments to the system so long as high volume routes are maintained (or increased!) and service continues in a way that provides broad access across the county. That said, it's hard for me to see how cutting the bus service helps our city. We are already gridlocked by car traffic, bike "routes" are generally dangerous to riders, and there is no real solution in place to address these issues. Cutting bus routes seems like the last thing you'd want to cut out of the budget. I ditched my car five years ago because of geopolitical and climate change concerns and joined Seattle's growing citizenry committed to living car-free. The only way I could make that that choice is because bus service is fairly good in my neighborhood. While I made a conscious choice to live this way, I ride the bus everyday with students, elderly, disabled persons and people living in poverty, who rely on the bus for their sole transportation to school, medical appointments, grocery shopping and to get to work. Cut services and you make their lives even more difficult. I'd like to see the city get to the place where buses come more frequently, rather than less. If people knew they didn't have to wait more than 10 minutes for a bus (or van), ridership would jump dramatically, reducing the number of cars, gas consumption and pollution. And, yes, I said vans. If buses are too expensive to operate, switch to van services for lower volume routes and late night schedules. This system works in other cities around the world. Some ideas for funding bus service: sell advertising on bus shelters. While I don't like being hit with advertising everywhere I look, I'd rather see the ads than have services cut.</p>
<p>Please do not change the existing Route 8. I ride it daily between 25th & Madison and South Lake Union. Changing the route would significantly increase the length of my commute. Changing this route is short-sighted given that it connects growing residential communities with South Lake Union, an area of significant employment within the city.</p>
<p>The buses I ride are already extremely full, showing that there's a large need for bus service in Seattle, and that people are choosing to take the bus. Since traffic congestion is so bad, it seems like supporting people in riding buses should take top priority. I know the emphasis lately has been on biking: I have not seen much of an increase in people using the new bike lanes, and for those of us who are not physically able to commute by bike or need to transport children around the city, biking is just not going to be an option. But buses are a good, accessible option for many people (well, depending on where you need to go). We need more routes and more buses, not fewer!</p>
<p>Cut costs elsewhere to avoid raising fares and raising taxes. Public transportation is a basic essential service.</p>
<p>I am a student and I rely on consistent and frequent bus service to my neighborhood. Please consider the fact that people's livelihoods depend on reliable bus service. I can not afford a car, and additionally I do not believe that King County should encourage driving cars through bus cuts. You should be encouraging a decrease in car use, and part of that objective should be carried out through accessible public transit.</p>
<p>Our buses are already full, drivers are stressed, and safety is decreasing. I am an advocate of public transit and used to commute daily via Metro Transit, but I have switched to driving because it took me 1.5 hours to get to/from work from Northgate on a packed bus where people would routinely overdose on drugs or cause so many problems that our service was further delayed.</p>

<p>I use an annual UPass to ride Metro buses. This means that I pre-pay every year for bus service. I am also willing to pay more to support Metro. We need a stable funding source for transportation. I own a car and would pay the \$60 car tab fee. I would support the small sales tax increase to support Metro/Transportation in King County.</p> <p>I ride the bus to work 5 days a week. I can take buses all the way from my office (near UW Medical Center) to my own home (Renton). I am one of many UW employees and students who make a similar commute. When I ride the bus, I am freeing up space on the roads for drivers. Our traffic is already terrible. We cannot afford to put more cars on the road (if bus riders drive their own cars).</p>
<p>You've already cut the busses from Ballard to downtown significantly. The express routes are few and crowded. Busses are unreliable as it is. It's very frustrating as a paying rider to have to cram into a hot bus, stand, and have extremely limited options as far as travel times. The loss of the 17 and 18 regular routes hit West Ballard hard and if we lose the few busses we currently have then riding the bus will no longer be an option for me.</p>
<p>Why is metro deleting peak period only routes which are always full or maxed out with passengers? The logic behind this decision is missing. One specific route is 167, which is always full of working passengers from UWMC and a slight mix of students. Does this bus route not create any profits for Metro? I don't agree with having to pay more on our tabs either to fix the poor management that apparently is visible when the wrong cuts are being made. Why pay more for the same traffic or worse?</p>
<p>Kirkland is underserved to start with. Reducing service is not an option.</p>
<p>I think, especially for a growing, high-tourism, difficult to drive city like Seattle, having good public transit options is vital in all areas and times.</p>
<p>Fewer cars on the road is good for everyone! Not just for the Metro riders who depend on bus transportation, but also people who do drive. With the gridlock our city already experiences, forcing more people to drive is not the answer!</p>
<p>I pay a lot of taxes to live in Seattle, I moved here from AZ 28 years ago and a deciding factor in my move was the transportation system in Seattle. I'm gay and I don't have kids and my taxes support education, my taxes support highway maintenance for cars I don't choose to drive, my taxes support a whole lot of things that I am not actually using. MY TAXES SHOULD BE SUPPORTING TRANSIT AND GROWTH OF THAT SYSTEM IN THE AREA. That is what everyone else's taxes should also support whether or not they use it....Tell the grumpy, old, derelict Republican party to get their tired, argumentative, conservative asses up to speed with the times. SUPPORT PUBLIC TRANSPORTATION IT IS THE FUTURE....</p>
<p>Please maintain route 205.</p>
<p>The buses are essential to all. I don't mind a fare increase. To purchase parking at the U I must support the buses and I think this is fantastic. All parking throughout the city should require this. Raise our rates before stopping service!</p>
<p>Increase state and/or local funding via higher taxes.</p>
<p>Are you kidding me? This city is growing by leaps and bounds and you want to cut bus service and put more cars on the road?</p>
<p>Service should increase to reduce the need for cars on the road. I would take the bus more, but I hate waiting for transfers, which can make a 20 minute ride to over an hour and a half. When I lived in Vancouver, BC, I never drove and took transit everywhere, but that's because there was virtually no wait in the city. Busses came every 5 to 15 minutes.</p>

Increasing fare & perhaps relocating bus stations would make more sense than to cut routes
Eliminating bus service to and from the University would be a monumental mistake. Metro MUST maintain its current service.
<p>As a taxpayer, I think it is not rational that Metro is spending millions of dollars on high-visibility projects like the Rapid Ride lines, while proposing to cut services to people who need Metro to function where it already does in order for us to get to work. Glamor projects just don't make sense in this economy.</p> <p>As a taxpayer, I think it is not rational that Metro and local politicians are trying to shift blame on entities other than Metro and local politicians. Shifting the blame just doesn't make sense, either.</p> <p>As a taxpayer, I think it is not rational for Metro and local politicians to keep raising local taxes and auto registration fees to pay for glamor projects while cutting services to regular people like us who need Metro to function in order for us to get to work and keep paying taxes that keep Metro running.</p> <p>The actions of Metro and local politicians really do not make sense, at all. This is not how to run a city. Or, rather, what you are doing is precisely how to run a city into the ground.</p>
<p>Cutting bus routes, especially buses towards Seattle, will increase the amount of cars and traffic there is on the freeways daily (as if there isn't enough cars already) and also increase the amount of people per bus. Every bus ride, that I must endure daily, is already so packed that even the isles are flooded with STANDING people Please, take a second to imagine a bus route that has been cut and adding all those people to the already packed bus (health hazards?). People are either 1) going to use their own cars and add yet another car to the roads and freeways 2) be packed onto a bus or 3) miss an important ride to school/work/home because a bus was so packed that it couldn't even stop for the people waiting (yes, I have witness this).</p>
<p>Hi, Metro stopped the 133 express bus to the university and now is intending to cut 113 and the 21. The Rapid Ride C is over 4 long blocks from my house - which I don't mind exercise-wise but it can create a problem to reaching the bus on time in the mornings as I have to cross two streets with lights, too. Population is expanding in West SEattle - and the City Council has allowed a large number of apodment type construction with no parking space so the stated intention is that all these new residents of West Seattle will also be taking buses to work downtown and beyond. the Rapid Ride C once it hits Yancy in the morning is like the 5th Ring of Hell given the gnashing of teeth and screams to move back so the last body can be squeezed on. This bus is a milk run. Slowwwwww.</p>
<p>I understand that meeting budget goals can be difficult; however, when I think of the quality of life issues that drew me to Seattle, public transportation is one of them. I see it as a community-minded service as well as an ecological one. I want to live in a community where those issues have an importance in creating its social fabric. When public transportation is diminished, either in quantity or quality, the whole community suffers -- even for those who choose to be single passengers in their cars every day.</p>
<p>Politicians talk a big game about investing in transportation. Yet, nothing sustainable ever happens. In order to decrease the number of cars on the road, there must be an acceptable alternative. At current levels, Metro meets that level for many people. However, by cutting service, it won't be able to serve the same number of people. Riders will begin driving to avoid overcrowded buses. This does little to solve Seattle's transportation problem.</p>

<p>Please don't take away direct commuter buses to the UW from the Eastside! Transferring is a huge hassle and does not save any time. I would prefer that service be limited instead of cut completely.</p>
<p>One of the main reasons we bought our home was because it was still walkable to a bus line to downtown (113). This bus is already painfully limited, and now, is facing a cut. This would eliminate our ability to remain a one-car household and would require us to buy a second car, thus making us contribute more congestion and pollution in the Seattle area. Although Vanpools are a nice idea, they do not allow for the kind of flexibility we need for our work hours. If anything, Metro should be increasing its service to areas like Shorewood, White Center and Burien, where there are more people who depend on the service to get to work. If service is reduced anywhere, I'd like to see it cut from areas that are socioeconomically secure. We would be MORE THAN HAPPY to pay more for our service to ensure it continues!</p>
<p>My main comment would be for Metro to make well-informed changes. Whether it is increasing, decreasing or re-arranging, remember your riders are the customers. Therefore, you want them to ride the bus more often. The only way to accomplish that it to make ease of use the same or better. I personally have been baffled by the decisions Metro has made about the Route 40, which is the route I take. It is great going to downtown from Ballard (my home). However, I work in South Lake Union. Since there has been such an expansion in this area, the afternoon/evening bus rides fill up quickly. I walk 3 stops closer to downtown just to get a standing spot on the bus. What I do not understand is why Metro sends an unarticulated bus during rush hour. Later on around 6:30 or 7 they start sending an articulated bus, but by then riderships has dwindled. Please consider sending the articulated buses earlier.</p>
<p>I think that you might want to reconsider the metrics used for route performance. As stated on your website - "We measure each bus route's performance in two ways: Rides per service hour (how many rides the bus provides for every hour it's away from its base). Passenger miles per bus mile (total miles traveled by all passengers for every mile the bus travels)." While these measures effectively measure usage of the bus, they do not measure other relevant variables that I would think should be part of the consideration. In particular, the impact of a given route on reducing traffic in an area or increasing traffic speed in an area should probably be part of the consideration. E.g. for routes that travel along roads that are already severely congested, small changes in service would presumably dump more commuters onto those same roads and could have a major impact on travel times, CO2 emissions etc. E.g. some roads may be better able to pick up the increased load of car commuters than others and the metrics of route performance don't take this into account.</p>
<p>I live on the Eastside and commute to Harborview in Seattle. Using a car for this commute is prohibitive. In my particular case, both of the primary bus routes I typically take will be discontinued. These are the only feasible routes for me via my closest Park and Ride (Houghton), since I typically bike to this P & R, or get dropped off by my wife. Instead, I will need to be dropped off at the S. Kirkland P & R, a much longer car trip.</p>
<p>Metro is VITAL. Cutting services would greatly decrease the quality of life for the people who use it. So many people use it for work, school, errands. No one can afford a cab do do all of that or to go all of those places. Cutting Metro services should be a last reort! not the first hing on the chopping block!</p>
<p>would prefer decreasing funding for street cars or even decreasing frequency of buses rather than discontinuation of routes</p>

<p>More transportation = less traffic jams and accidents, less pollution, less stress, less damage to roads By the end increasing funds for Metro will decrease DOT budget. Just transfer the money!</p>
<p>As a staff member at the University of Washington I am very concerned about cuts to Metro Service. The UW encourages all employees to take the bus due to parking constraints on campus and to decrease the amount of cars on the road. The proposed cuts to Metro will result in more cars on the road. In my particular area, bus number 308 (which has a full bus at 6:00am) is the only bus which services my neighborhood. Without #308 I will have to walk 45 minutes to a bus stop or drive miles to a park and ride. Given that there are not adequate park and rides at the north end of the lake, I know I will most likely drive if bus #308 is cancelled.</p>
<p>DO NOT CUT SERVICE ON HIGHLY USED ROUTES SUCH AS 73! CHANGING 73 TO STOP AT NORTHGATE CUTS OFF A LARGE SEGMENT OF NORTH SEATTLE TAX-PAYERS FROM U DISTRICT AND DOWNTOWN.</p>
<p>For ecological and economical reasons, I choose to take Metro transit. Metro transit service should increase to prevent further traffic congestion.</p>
<p>The student population of King County would be hit especially hard by the proposed cuts. Almost half of the routes that serve the University of Washington would be changed or deleted completely. As someone who relies on public transit almost exclusively, and pays for the quarterly U-PASS, I am very troubled by this. More attention should be paid to the effect that these cuts would have on Seattle's student population, who utilize public transit at high rates.</p>
<p>A few key points : Decrease only your low-ridership bus service; maintain the popular routes to the UW, and have the UW subsidize the student/staff bus passes 100%. Decrease your Capital Budget and increase your Operating Budget; e.g- Don't buy new \$1 million buses until the old coaches are ready to die. (e.g. - I have avoided a new roof and new furnace for the last 15 years (capital budget decrease), and have therefore been able to increase my retirement account 403(b) by a massive amount by delaying these capital purchases. I'll only send them to the dump when they are completely ready for the dump !)</p>
<p>Deleting all of the 66, 67, and 68 routes is ridiculous, and you are going to delete them as soon as June 2014? Most of the buses that run these routes are over utilized as it is during rush hour in the morning and evening. How are folks living in Northeast Seattle and Shoreline neighborhoods going to get to work in the U district and downtown? Before light rail is even available, more people will take cars and congest the roads as walking isn't an option for most who live more than 10 miles from where they work. What about older workers - most are not able to ride bikes? I'm just appalled at the total disregard of the needs of this community and of just deleting routes. If I'm misreading something here, then it is misrepresented on your website. I've ridden these bus routes for over 12 years and this is an outrage to me and other riders. It's like you are penalizing folks for riding the bus all these years. You are contributing to more folks driving. What are my options as I get older and am unable to walk or ride a bike. I'm in a better spot than those who live more than 10 miles out from where they work. You're just assuming that there are other options and there aren't any until light rail gets in place.</p>
<p>I think Metro should remain the current routes</p>
<p>Please increase Metro transit funding!</p>

<p>Implement whatever increases you need to do to keep the buses running. There are people, like me, who rely on the bus daily.</p>
<p>The Metro is the only widely available mass transit system available to citizens in Seattle. Reducing service in the city will lead people to increase their personal vehicle usage and add to the overcrowding and transit time for the Metro buses.</p>
<p>I've been riding the 44 line for many years now, and would like to point out that current levels of service during peak hours seem inadequate at the moment. With the extensive building of condos/apartment buildings taking place in Ballard, it's become increasingly difficult to have a place to sit on the bus. It is pretty much the same on the way home from the UW, where I work. While I understand the necessity to make cuts, given the budget shortfall, I would be in favor of a form of taxation that would increase revenue for KC Metro.</p>
<p>As a long-time UW employee who relies on Metro for transportation to and from work, I am dismayed to see the proposed cuts to Route 73, which will greatly impact my ability to commute to and from work in a convenient manner. I live near 15th Avenue NE and 135th St, and there are not many direct options to the UW from that section of town. I take the 73 daily and the 373 when times and hours match up. My work hours do not always fit into the standard commute peak times, which means the 373 express will not be a viable option except during the peak morning and evening commute times. I often work evenings and attend events on campus, which has meant I must carefully time my activities to coincide with the less frequent evening routes of the 73, but with the proposed route change, there is no way for me to travel via public transportation in the evening hours. The proposed changes to the routes serving the UW from the neighborhoods north and northeast of campus will greatly impact residents' ability to use public transportation to and from work.</p>
<p>Public transit service is absolutely essential to ensuring a well-functioning city and region. If bus service is reduced, it will result in congestion, lower traffic safety, and less physical activity.</p>
<p>It's cheaper to fund transit than buy more roads/accommodate more SOV's on the road.</p>
<p>Hello, I would like to say that transit options to/from West Seattle are limited and should be expanded. Service to Alki/Admiral should get some attention as it really difficult to have reliable transit after a certain point in the evenings. Coming from downtown (taking the C Line, usually) to California/Alaska and from there, the only option is Route 50. Even better would be if the light rail could be expanded to West Seattle because the West Seattle Bridge situation keeps on getting worse. Thank you for your time.</p>
<p>Please find a way to increase or maintain funding for bus service. It is absolutely mandatory that funding for public transportation be maintained at a reasonable level in order to ensure that people with a lack of resources are able to continue commuting to work and serving their families and communities. Wealth inequality is at an all-time high and this is the perfect example of what happens when budget cuts affect only the poorest members of the community, leaving the wealthiest members unharmed.</p>
<p>Utmost importance to retain service to north King County especially the 357 & 358 routes. Also important to retain service to the UW -- I usually take the 68 from Northgate or the 372 from Lake Forest Park</p>

<p>as I understand it, the state legislature has failed to act to give King County permission to go to the voters to decide on local taxes to support transit and other transportation needs. The state should get out of the business of "permitting" the counties to do anything. If the state does not have money in the program, then they should not be holding up our right to vote on local issues.</p>
<p>Metro transit is only useful to the public if it is timely and frequent. Otherwise, the public will get in their cars if there is no reliable service from Metro transit. Cars only fill up roads and cause more traffic. I think Metro transit needs to be thinking about how they can remain competitive with cars/taxis -- since that really is the only other option to the Metro. This means creating ways for buses to have their own lanes, and ensuring that they run on time.</p> <p>Cars should be taxed, and those taxes should help maintain a Metro system that is frequent and timely enough to be useful for those who want to actually get somewhere in a timely manner.</p> <p>Seattle has a terrible traffic problem and elected officials need to think about how getting cars OFF the road by having a better Metro transit system.</p> <p>From a politically correct and environmental standpoint, elected officials should think about how so many cars are harming the environment and that metro transit can help save the environment.</p>
<p>I will stop purchasing UPass and be an additional bike rider and occasional car driver if the cuts eliminate as Metro has suggested.</p>
<p>Metro buses provide transportation for a vast majority of citizens in the greater Seattle area that don't have access to cars. By cutting our buses you are making our daily commutes even more stressful. Please reconsider budget cuts.</p>
<p>The more we reduce bus service, the more cars we'll have in already congested downtown, SLU, and i-5. Seattle already is known for having less convenient public transport than a lot of other major cities and cuts to the major routes, so this will further alienate people who have options (middle and upper class) from public transport and create a greater burden for commute times and access to vital necessities for people without the means to "simply jump in a car."</p>
<p>I am scared to death of what my commute to UW will look like if metro cuts services. Driving would be very expensive considering the bridge tolls & parking costs & the traffic would be an absolute nightmare. Already, I have been left at the stop by full buses (252, 257) in the past & those buses plus the 311 are frequently standing room only. If service were cut/reduced, I could watch 2, 3, 4 buses go by before I could on one! That would have serious effect on our businesses, if employees could not reliably get to work. Something has to be done to keep metro service at its current levels.</p>
<p>The bus serves as a pivotal part of our community. It literally is the foundation for parts of the cities economy. Seattle has strived to become a city where people take public transportation, ride bikes, etc. However, by cutting bus service so dramatically and often where people need it most does not support the economy or the people of this city. It seems interesting that there is a justification out there to build a new transportation system in the light rail while large cuts are being made in other parts of seattle's transportation map.</p>

<p>King County continues to grow as the recession is ending and business are expanding at a rapid rate. The state has already authorized billions of dollars in tax breaks to keep Boeing here and to add jobs but is selling transportation short at the same time. Really? Regardless of which county those jobs reside, people need to get to their jobs and homes. King County cannot expand roads or add freeway lanes or miles. The only way to reduce traffic congestion and meet the increasing demand by riders is to maintain and increase services, strategically. Regardless of people's love affair with the auto. Those days are numbered in King County and in the Central Puget Sound. Density will mean the need for more transit options, like buses, light rail, etc.</p>
<p>Long commutes keep me from riding the bus. If the system was larger and more efficient, I would take the bus everyday. Cutting routes and buses only increases the problem and makes it hard on the people that ONLY use the bus for transportation. Making the bus accessible to everyone will bring in more business.</p>
<p>Increase in car tabs to help fund this:::</p>
<p>Please, please, please do NOT take away the #31 bus route. I have a disability that fortunately this bus takes me from outside my door to work with very little extra walking required. If you take this route away I will be forced to have to drive to a bus stop area or have to completely drive to work. I do not qualify to use Access so this route has been a life saver for my commute to/from work.</p>
<p>As an employee of the University of Washington, I ride the bus to and from work every day. I also take the bus on the weekends to get around town. I know how much of a lifeline the bus is not only for employees of UW and UW students, but also for the people of Seattle, and additionally, high school students who almost outnumber others on the bus. If the city is not going to fund school buses, then we absolutely must find funding for public transportation, particularly ones that are used by school aged children to get to school. Thank you for your work to find this funding.</p>
<p>Although many citizens go with the option of cycling to/from work or other various destinations, there are still MANY of us who rely on the Metro system to take us to and from our jobs on a daily basis. Funding these routes is incredibly important given the lack of reasonable parking spaces and costs for drivers & carpools, and the lack of accessibility to drive. It is crazy to me that I can step onto a bus and barely have room to move let alone sit down or have something to hold onto. Decreasing service would leave buses even more overcrowded than they already are during peak hours.</p>
<p>I would ask that they stop using funds to install bike lanes on arterial streets that aren't used by cyclists (ex: N 75th St, especially between 25th Ave NE and 30th Ave NE). Websites like GarminConnect can provide maps that show which roads are used for cycling, running, etc. They should focus on moving the most amount of people through arterials as they can, in other words, stop narrowing the streets and increase bus services to reduce congestion and reduce the amount of time people are spending on the roads.</p>
<p>How can cutting service be an option? Can you imagine the increase in number of cars on the road not to mention the pollution? And what about people that don't have cars?</p>
<p>It is hard to imagine how Metro could offer less service. I know that on the route I travel most frequently (the 40) service, particularly during rush hours, could be a lot better. Case in point: numerous times during my evening commute (around 5pm; I get on at Westlake and Harrison), the buses are always overcrowded -- sometimes to the point that the driver has to pass by customers waiting at stops. I've never understood why Metro insists on running regular buses during rush hours as opposed to the articulated buses for this route. I am sure other routes experience similar service</p>

<p>shortfalls.</p>
<p>Metro transit must maintain all of its services at the minimum! Many people rely on Metro to get around the city and would be inconvenienced and have to make huge changes in order to deal with metro service cuts.</p>
<p>Metro transit is my only option for travel around the city and my commute to work. I ride it with my infant daughter every day and it is an irreplaceable service. In fact, it should supported to expand and made safer in order to attract more full-fare commuters.</p>
<p>In some areas the routes can and should be decreased or rerouted, where others need to be left alone. Clearly, given the routes Metro is proposing to cut shows that the administration running Metro has no clue or is using scare tactics by threatening to completely cut routes with high rider participation. Maybe, one of Metro's problems includes how the upper level administration poorly runs Metro.</p>
<p>Especially at a time when the economy is still rebounding, taking away mass transit is not the way to help people in financial need. Do what you have to do to at least keep, if not increase, all metro, sound transit and community transit routes. Every time there is a reduction in service, the ripple effect is massive. Employers suffer because their employees no longer have an economical way to work, students are forced to reduce/constrict what educational and career growth opportunities they pursue, and people wanting to make little trips here and there no longer have any where to park at the already over flowing park and rides.</p>
<p>It will have a devastating economic impact on Seattle and surrounding areas. People can't get to work or school on time, or the amount of time it takes to get there will drastically increase, resulting in lower work-life balance, less time to do other things (including shop), and general lowering of quality of life. Traffic will increase as people are forced back into cars. Businesses will lose money as people are unable to reach them, and as staff has to quit or gets fired because they can't get there on time. We need frequent, reliable transit that allows all to move freely between neighborhoods in a safe and efficient manner. We cannot - as a growing city/region - afford to cut more, and indeed should be growing and improving our transit. Buses and trains should be running frequently at all times, should be free on major event days (i.e. New Year's Eve), and</p> <p>In a city such as Seattle, I should be able to not have to even think about needing a car day to day. I should also not have to worry if I'm downtown after 5:30pm that I can't catch a bus back to my neighborhood because they all stop after rush hour is supposedly over. I am tired of feeling trapped in my neighborhood if we're trying not to drink and drive - it takes 60-90 minutes to get anywhere on the bus on the weekends, so either we're in for two expensive cab rides, or we never leave a 1.5 mile radius of our home. Our money stays in White Center only. Everyone I know who lives outside of Seattle won't come in to downtown, or any neighborhood for that matter, because the traffic is so bad and the buses are so unreliable. By not investing in transit, we are killing our city and region, and making ourselves completely noncompetitive with other major cities to attract young, educated workers to the core.</p>
<p>Please make the funding for Metro transit one of your top priorities.</p>
<p>My decreasing transit service you are impacting those who need it most; those who are lower or</p>

<p>middle income and students. By taking transit, we are taking cars off the road.</p>
<p>My 277 route services not only transportation to the University District but provides transportation for many students at Lake Washington High School. Elimination of this route would increase my commute time and require transfers. I vote for public officials who would increase public transportation, not reduce it.</p>
<p>Route 167 riders have signed a petition. There are many employees and students of the largest University in the region that rely heavily on Metro M-F.</p>
<p>Stop using and proposing regressive taxes to pay for metro. These disproportionately impact the poor and working classes, which puts yet additional strains on valuable county and city public/social services.</p>
<p>Metro transit is incredibly important. Public transit is one of those "you've got to spend money to make money" ventures. As someone from an area with poor transit options, you do NOT want the bus system to become a system only for transients, kids, and those with DUIs. When that happens, it's seen as an option only for those people, thus discouraging ridership even more. Seattle is known to have a decent number of commuters on the bus system. It would be best to encourage the commuting lines, even at the cost of other lines (I say this as someone who uses the bus for much of my non-commuting travel as well). Commuting is what kills traffic in Seattle, and the bus system is one of the only reasonable ways to fight it.</p>
<p>Reducing bus service will only force more people to jam up the roads with more cars! We should be increasing access to bus routes to get more people off of the road!</p>
<p>I ride route 197 to and from the U-District on a daily basis. My bus is packed to the standing point everyday. It seems illogical to cut routes where you know the revenue is a sure thing (from the working class who depend on this transportation daily). I see routes such as the 48 and 271 that run on a very frequent basis and are not as packed on every route I'm sure. It seems more logical to move things around like cut the frequency of other routes rather than cut super busy routes altogether.</p>
<p>I view public transportation as a quality of life issue for a larger metropolitan area. Not having public transportation available would directly affect my safety relative to my area of work.</p>
<p>Allocating billions for a two-mile stretch of highway through downtown while cutting transit funding is insane. In an era of climate change it's highly irresponsible and short-sighted, and it's economically and social unjust as well. This issue is one of my top priorities at election time.</p>
<p>where is the money going? where does the money come from.</p>
<p>Please don't delete route 66 and/or 67. I rely on this heavily to get to work everyday</p>
<p>I would gladly pay more car fees to keep my bus route from being cut!</p>
<p>Regular service is important for encouraging usage of transit. There may be ways to decrease less used runs and increase others that are more well traveled to avoid standing room only netting out to the same amount, but improved based on usage.</p>
<p>The King County Metro has done an amazing job of maintaining good quality despite funding cutbacks. It is a critical resource to commuters of all types. I am a family physician who uses the Metro on a regular basis, and am aware that without robust routes and services, not only would my commute be severely affected, but the routines and livelihoods of a huge portion of my patients would be placed in jeopardy. Another reason to improve rather than cut Metro is the traffic impact: the better the options, the more people will utilize this resource instead of sitting in their cars. I urge you to increase funding to King County Metro.</p>

Bus service is critical.
Metro is an asset to the community and it cannot run if you cut it to the businesses that depend on it. Do you care about the environment? Do you want more cars on the road?
Reducing transit makes Seattle a less livable city. Please, do not make Metro make these cuts.
Without solid public transportation, financial mobility is a myth. If the city doesn't continue to provide transportation services, I'm not sure I can afford to keep living here.
Why did Sound Transit come in and trash the better service y'all offered, and now they are not having a funding shortage? I believe y'all need to get it together, and combine administration to avoid the expensive overhead costs. I would also like a clear explanation why y'all are no longer servicing the Houghton Park & Ride? The reason the ridership is low on the 238, 277, 265 routes, is because you do not service the Park & Ride efficiently. I have submitted a clear way to save money, be greener, provide better and more service for that Park & Ride, but all you can seem to do is cut, instead of taking our suggestions. Of course my suggestion implies y'all would have to work with Sound Transit, and that doesn't appear that y'all can work together.
I recognize that the problem is complex. However, how can you ever increase ridership and a cultural shift away from cars if service is so limited that it is not effective? My coworkers who do not ride the bus cite time and number of transfers as the main barriers preventing them from taking the bus. Shrinking volume of routes will only steer us toward a more car-anchored, gridlocked city.
FUND MORE!
Busses are extremely important for people who have no other transportation. Please don't let routes 234 and 235 stop running before midnight, because that will leave me and many other people who work in Bellevue with no way to get home after work.
Instead of cutting majority of the 60 from its original route, there should be an increase in service. Many people from beacon hill take the 60 to seattle u and the major hospitals around. Its convient to take only one bus and does not take long at all. Cutting the 60 from capital hill will cause major problems for those who take ONE bus to and from school and work. The 60 route has always worked out well except for the service times which could use improvement. I think by adding westwood was a mistake because there are so many buses that go to west seattle already. The 60 should not be cut off and added with another bus because half of the people on beacon hill would now have to take more than one bus just to get to capital hill and is more of a hassel due to arrival timea of the buses. Leaving one bus to get from point A to point B in my view, is way better than cutting half of beacon hill off from the 60.
Cutting certain routes will definitely affect my life. Route 238 is the only route takes me to school right now, what it suggests for people to take instead of 238 doesn't help me at all. I reviewed the new route information, if I need to go to school, I have to walk a long distance and make several transfers to my destination. This is something that may make me find new places to live, other than wasting hours everyday to make bus transfers, for the route which I only need to take a single bus to the destination.
eliminating #8 N-S service b/w E Madison and S Jackson is unacceptable; not to mention racist/classist. the central district is predominantly lower income/communities of color. eliminating a major N-S artery is myopic.

<p>They should try to add an additional fee to car registration that goes directly to support bus service. The light rail project is of less value if you can't get there (efficiently) without a car. The proposed cuts will force me to drive my car to an already overcrowded Park and Ride. But the truth is, if I have to use my car for any part of my commute then I will use my car for my whole commute.</p>
<p>My #61 bus has been placed on the "to be cut" list. I will have no options for getting to work in the morning(my 6am bus is being deleted). I'm a huge supporter of mass transit, but if these cutbacks occur, I will be forced to buy a car and forget Metro altogether!</p>
<p>I am taking the Bus 200 or 927 from my area to my office. it is so convenient for me and other that is the reason we relocated to Issaquah, because there are buses going around town. Once both bus are cut-off, a lot of especially those with children who dont have enough money to buy a car will be affected. Bus 200 is a free bus, but i know that we would rather pay for the service than loosing that service. There will also be people in wheelchair that will be affected going to the rehab clinic along the bus 200 route. Please keep the bus 200 going even though we have have to pay for the service.</p>
<p>Since 2006 Metro has been reducing the number of routes, stops, busses, quality and reliability of the service. There isn't an area where Metro can convince us there has been an improvement. What about making sure fares are paid, and fund the service? What about looking into Metro's overhead costs? An example: You don't need a separate radio system for the busses. Another tax hike to fund things like RapidRide is not very likely to get enough votes.At least not mine.</p>
<p>Cutting bus routes isn't going to help anyone who rely on the bus to get to work or school every day. I can't think of other ways to fund the metro transit besides raising bus fare, but there has to be another way than cutting routes.</p>
<p>Metro transit is a pivotal mode of transportation for many residents. Metro transit also provides residents with an alternative way to get from point a to point b in a green and ecofriendly way.</p>
<p>Seattle already lacks in public transit compared to other major cities in the nation. This is a service that gets people to work, school, and their loved ones. Already there are limitations in the system, and it would be ridiculous to deepen those limitations. Furthermore, if Seattle truly prides itself in being environmentally friendly, you would find a creative, intelligent solution to pushing our city to be less dependent on cars and more on sharing the road and reducing toxic fumes and traffic.</p>
<p>As someone who picked their current living situation based on access to bus service to get to work (which had eliminated staff parking), I'd really like to see the Metro system consider making bus route revisions in consideration of neighborhood access. Moving the 50 route to the top of the Genessee hill will likely limit E/W access across town and require riders to connect to another line in an out-of-the-way manner, adding an untenable amount of time to their daily commute.</p>
<p>If you cut some buses have yiu ever thought the consequences of people not being able to go to work, students not being able to attend school, and many other factors? It looks like you are deleting my bus route, I dont even have a another way to school.</p>

<p>Unsure why metro is proposing to cut essential routes for university students. Especially routes 72 and 31. I feel like a large part of metro routes service UW. I go to SPU and there are only a few ways to get there by bus. This is ridiculous. The routes 31 and 32 are essential to my education.</p>
<p>It's very shortsighted to cut funding to Metro and take service backwards to mid-90's levels. Also, there need to be an audit of all Metro funding, especially in the management and executive positions.</p>
<p>If City officials want us to utilize various ride-share options they must provide an adequate system to be used. The state doesn't seem to be focused on improving the highway system and even if they did the cost to park downtown is outrageous. Overcrowding on the buses is already an issue. If Metro is forced to cut more routes it will create a nightmare effect on the remaining routes. If the Metro is the only option available then fund it!</p>
<p>As a UW graduate student without a car, I rely on the bus for my daily commute, as well as for getting around town. I already spend quite a bit of my time waiting for or riding the bus on a daily basis, and reductions in service (especially south of downtown) will greatly impact my quality of life. Please take whatever measures possible to maintain current bus service!</p>
<p>Bus 914 and 916 are going to be combined. I take 914 with my 2 children everyday from 26531 99th pl south to the Kent Library to do their schoolwork - online - through WAVA Washington virtual Academy. (I do not have home internet service) On the 914 bus stop 2 blocks from my house. It is the only bus within a 30 min walk. There is no other service on Scenic Hill. To take the 916 from Target is a 20 min walk. If the service outside of downtown Kent is cut we will have to walk 30 min to catch a bus. I do not have a car and use the 914 to carry home groceries. So I would have to carry my groceries for 30 min. This is not a good idea. We need service up on the hill - not just in downtown Kent. Thank you, Angela Felzmann</p>
<p>I think that cutting the southern portion of Route 8 is a bad idea. I pick up the 8 every morning at MLK and Madison and it is always packed. By canceling that route, people living in the Central District will be cut off from their jobs in the South Lake Union area. As I'm sure you know, many young professionals work in SLU, but cannot afford to live in the surrounding neighborhoods, so that choose to live in the less expensive CD. Canceling the 8 would make our commutes much longer and much more difficult.</p>
<p>Not unless those elected officials are responsible for the ugly Metro "plan" to cut half of the service to West Seattle. The Rapid Ride is not an answer to the meager transit offering available now. Deleting Route 21 cuts whole neighborhoods off from service, forcing more riders onto the currently overburdened 21 Express and the woefully poor "C" Route.</p>
<p>No.</p>

I ride the bus to my needed medical appointments, much of my shopping in Bellevue and in Seattle and to my volunteer activities, as well as most other trips to Seattle. My walk to the bus stop is cut in half when I can catch the 271 or 245 bus at the Bellevue College Parking Garage (Kelsey Creek & Tye River Rd), which includes when I have to transfer at the Bellevue Transit Center to complete my trip. Please find a way to keep direct Bellevue College service.

In addition, I was a faculty member at Bellevue College for 40 years. I KNOW how many of my students use the bus to be able to advance their education, and equally, how critical time is. Having the direct service to Bellevue College helps students (and staff and faculty) by saving time, saving health and promoting a safer commute during our long winter wet and dark season, and equally, promoting saving of resources through greatly reduced carbon emissions by choosing the bus over single-occupancy vehicles, a goal each of us must have. I urge Metro to retain the Bellevue College direct service. With respect to our common goal to reduce single occupancy driving, even a difference of a 5-10 minute walk from the alternative stops (which is already required on weekends, so I know the extra time it takes) reduces the incentive to take the bus instead of driving.

I know that Metro has difficult decisions to make, but the changes proposed to the 271 and 245, while saving a small bit of route time, would also realize minimal financial savings for Metro. Yet this change in service would have strong negative impacts on the many students, staff, faculty and neighbors of Bellevue College who depend on Metro transportation. Thank you.
Rosemary Richardson

I moved to the city to be able to ride the bus to work and back everyday. I pay the higher rent and can only justify it by knowing that I can catch a bus and get to work in Ballard within the hour. I hear from my neighbors that they have cut services drastically last year, and that it used to only take a little over half hour.

Last year, before that cut when I lived in Burien, I could get to Ballard within an hour and a half. After the cut, some days it would take 3 hours. Since it is ridiculous to spend 6 hours on a bus a day, we moved closer.

I own a car. It is a moral decision to take public transportation and only use the car when absolutely necessary. I will NOT consider using it to drive to work.

If you continue cutting bus service you will force a good portion of Seattle's workforce to other cities. I will be among the moving should you cut the early and late hours of my bus routes. I rely on them when I am required to do overtime, and will not be able to get home and back. Not everyone has a strictly 9-5 job.

Steady, reliable funding for Metro is absolutely essential. While I do take the bus apx. 2 days each week and have access to a car, I am trying to be more environmentally cautious and thoughtful about my time spent alone in traffic when I drive. I recognize that many of my students rely heavily on the bus, and cutting bus service would be detrimental to their ability to attend classes at Bellevue College. Some of my students struggle even to pay for their bus fare to get to campus.

Please preserve bus routes that serve our campus community and keep prices within reason.
As a citizen of the state of WA, I expect bus service will be available for our communities.

Morning buses are too crowded as is, and decreasing the volume of routes will only leave people stranded....lines 71, 72, and 73 specifically.

<p>My children rely on the #12 bus to take them to their schools. One attends Odeia High school and the other will start next year at Holy Names Academy. Transferring buses would add too much time and safety issues for my daughter going to Holy Names Academy. I would propose you keep the route the same at least as far as Holy Names Academy. There are about 25 students attending those schools that rely on the ferry and #12 bus. It would make it unbearable for families from Bainbridge to get their kids to school. I appreciate any thing you can do to help these kids in their commute. Thank you</p>
<p>I work in Bellevue and live in Snoqualmie. I depend on the bus to go to and from work as my husband and I share 1 care. With the current bus service as it is I rely on the 215 to get me home the quickest. Cutting the 215 would make my commute longer. Already 1.5 hours 1 way to increase 2+ hours to with wait times and transferring buses 3 times. I see the 215 is packed in the mornings and the evenings. Please please please please do not cut the 215 service Snoqualmie to Seattle route.</p>
<p>I commute via metro transit every work day and find that during commute times the buses are already overcrowded. Cuts will exacerbate an already existing problem, and alternatives do not exist - traffic is a mess and there is no other extensive commuter service. I think for a city of Seattle's size, we can do better to serve commuters' needs.</p>
<p>I believe that those who ride Metro should pay - even if it's \$5.00 per ride.</p>
<p>DO IT BUSES = JOBS</p>
<p>Your own director said on the news this week there is a need/demand for at least a 30% increase in service! Use your influence to go for a progressive funding structure. This (public transportation) should come from the general fund. Speak out about the wealthy ind. and corp. who have not paid taxes in years and continue on public welfare. Propose a gas tax on jet fuel. Do not just shift the tax burden to me or my neighbors w/ car tab fees or gas tax.</p>
<p>I'm puzzled. The economy is reported to be improving. The City is under construction. Corporate profits in some cases are at an all time high. There seems to be an incongruity with all this wealth generation and cuts to the functionality of this city. There was no problem or debate when the stadium overpasses were built. Something seems a miss.</p>
<ul style="list-style-type: none">- Link light rail isn't useful unless I can get to and from the stations without external waits.- Transferring between buses and/or forms of transit increases risk that I won't get where I'm going in time.- Consider elevation changes and sidewalk condition when you "identify options" walking an extra 3-5 blocks isn't bad for healthy people unless the elevation change is extreme and/or sidewalks are in poor condition or nonexistent- Please don't make me buy a car!!!!!!!
<p>I work at South Center & live in Hillman City. The 7 bus is almost never on schedule causing me to miss my transfer at least 2 days a week. The 7, while saying it comes every 10 min., comes every 20 w/ 2 buses back to back. Reducing service does nothing to alleviate the problem of delays. It would increase delays. It takes me w/ walk time 1 1/2 hours to go 7 miles. All of these proposed cuts are happening in low income areas. These cuts are not for lack of ridership. The cuts are to protect service in more affluent areas. This is an absolute equity issue that needs to be addressed.</p>

<p>For many people and families, especially low-income the Metro Bus provides necessary transportation. Many people depend on public transportation to get to work and in turn provide their families. Families without private vehicles also depend on the Metro Bus to get basic needs, including food, healthcare and education. By cutting and reducing routes, especially in less wealthy neighborhoods could have a detrimental impact on basic living necessities and quality of life. Please consider this impact in your decision making.</p>
<p>For seniors, like me (78), the 7 extension to Prentice St. is the ONLY way for me to get up the hill to where I live. As a compromise could not a SMALL bus go up this route once an hour (maybe an extension of the 107???)</p>
<p>Please do NOT change the #2 route. I have lived on one end or the other for most of 50 years. It is efficient and well-thought-out. Moving it to Madison St. is a terrible idea and will only provide more slowdowns as Madison is so congested already.</p>
<p>We strongly support increasing funding and service.</p>
<p>If automobile use reduction is of any importance, and I believe it is essential, reduction of bus service is destructive. Lobby the legislature to tax everyone, reduce subsidizes for big business and tax them to provide without cars. Consider the reliance of different ages on public transportation, in particular the elderly and school aged children. Build connectivity - buses that go through town to critical services and support downtown by taking people to there without multiple transfers. The new route 2 would require Metro walk uphill and farther!</p>
<p>I have been taking Metro Transit since I moved to Seattle 4 years ago. I depend on it, as I don't have enough money to own a car. This includes when I lived in Seattle and worked in Renton, which required me to commute by bus for 3 hours every day. The proposed cuts include the bus I currently take to work, the 5X. When I get on this bus, it is already standing room only. While I can walk further and take the 5, this bus is also standing room only. It is the same on my way back from downtown, where people are packed on the bus shoulder to shoulder. This is under the current system, where both the 5X and 5 run. Under the proposed cuts, the 5X would be eliminated, and the frequency of the 5 would be cut back, even during peak hours. If this happens, you will get many situations where the bus passes up stops because it is too full. This causes me a significant amount of stress, as the schedule for my job is strict. If I am late too many times, I can be fired. I already come in early for work to prevent being late due to the bus being late, but if the bus doesn't even stop, I don't know what I can do. Please, for those of us who are struggling with low paying jobs that demand we be on time, find another way besides just cutting back service</p>
<p>I take a bus twice a day and while I'm happy to explore the alternate route provided I have two major concerns. 1) The amount of children, seniors and disabled individuals that ride route 27 will be greatly impacted by the removal of this service. 2) My alternate route provides no night buses, that means when I get tied up at work past 7:00 (which I often do) I will be unable to get home unless I take an expensive cab or Uber(which may be removed as well).</p> <p>I understand that cuts do need to be made, but instead of full removal of routes I feel there should be a slight reduction across the board or an increase in bus prices. I feel a majority of people are happy to pay an additional \$1 a route as opposed to losing them all together. After traveling in cities across the US and Canada I am already sad to see our lack of public transportation options, there has to be other options rather than straight out removal.</p>

<p>Talk about shooting themselves in the foot! How do our elected officials think it will be helpful to our current traffic nightmare to reduce public transit and bring more cars back on roads that are already overburdened with traffic? That they have allowed this crisis to simmer for so long without finding a workable solution certainly indicates to me, as a concerned voter, that they are lacking in the leadership skills needed to run our city and county. Shame on them!</p>
<p>Cutting public transit - especially this drastically - will affect so much more than how difficult it becomes to get places by bus. City livability, the arts, after-school opportunities for kids, and so much more will be affected. Urban planning studies have proven that cities with thriving public transit thrive in a variety of measures; cities with substandard public transit decline. I realize that there are funding issues, but I am sick and tired of the Tim Eymans of this state ruining public services for everyone. There are a LOT of luxury vehicles on Seattle streets, so clearly we could raise revenue without hurting the most vulnerable. Anybody who can afford a Lexus can afford higher taxes to keep transit running.</p>
<p>Without the current bus that I use it would take me an extra 30 minutes to get to work.</p>
<p>Unfortunately I do not have time to go to the proposed meetings as I work M-F as a lot of riders of the 125 route, we are working class that can take time off to go to these meetings but we need this service. I ride the bus every day from home to work and from work to home. I really hope that they do not cut this service. If it's needed to reduce trips it's ok but please do not cut this service. The 120 is already crowded and with less services we're going to be like sardines on them, if we are forced to ride this route instead of the 125. A lot of SSCC students ride this line too, but they have a choice to take the 128 which does not go to downtown, where a lot of us work. I hope you consider my suggestion. Thank you for your attention to this note.</p>
<p>I think there are parts of Seattle and Bellevue that could use more service, but at the very least it should be kept the same. I understand there might be some cuts, but these are very deep. I would like to see funding moved from some other services to spread the cost a bit.</p>
<p>The current buses I take, 158/159/192 have already had a reduction in service and some of the double buses have been reduced to single buses. The buses are currently standing room only during the evenings which is not cost effective or comfortable for the riders. At times, I have to request the bus driver to go on the intercom and request those in the isle to move towards the back to make room for others.</p>
<p>I ride the 550 and 250 frequently, and it would be horrible if the 250 was cut for me. I take night classes at BCC north campus. The 250 gives me the ability to easily take night class right after work for me. please don't cut the 250! Also, I go to mercer island a lot to visit family, this route is very popular and if anything need more buses.</p>
<p>Keeping Metro funded helps everyone, especially those who do not own a personal vehicle, by providing several transit options. However because future funding cuts, changes to the current routes may greatly affect those who daily rely on transit and not just during commuting hours. The proposed route changes appear to only benefit those who commute.</p>
<p>I enjoy the service presently. I would like to see all bus routes kept, and no layoffs of bus service, or drivers, please</p>
<p>The current solution (metro cuts) is highly non-progressive because it will disproportionately affect lower-income individuals who rely on metro service as their primary transportation. A better solution would be a gas tax, which would correctly place the burden on higher-income individuals who have cars and can afford to drive them. (I am one of those lucky higher-income people, by the way, and I would favor the latter.)</p>

<p>It should be more expensive to drive - either vehicle tabs, gasoline tax, or parking fees. Mass transit is the answer, individual vehicles are not.</p>
<p>I've seen many proposals and I would suggest a combination of all suggestions, each at a lower tax than suggested. A combination of many smaller taxes and fee charges should make up the difference.</p>
<p>I hope our elected officials know that a good transit system is essential. People rely on it for trips that are essential to them, it reduces traffic, air pollution and carbon emissions. I would never vote for someone who doesn't support transit.</p>
<p>There are certain bus lines, especially the 5 and 5 express, that do need increased service. Those should be looked into more rather than reducing service.</p>
<p>Preventative maintenance on buses. Easier to get orca cards. Use buses smarter. Often see buses one after another downtown better to schedule double one long. More rapid ride buses!! they're fab! The SLUT is a waste of money.rarely does anyone ride it and see it empty more than have riders.</p>
<p>Route 232 b/w Duvall & Bellevue is a lifeline for many us commuting b/w Redmond & Blvu. It is typically quite full during the peak hours. It does not seem to make sense to reduce this service's runs, if anything there should be an additional run in the morning for commuters till 9am towards Blvu and till 7pm towards Redmond. I see this bus quite heavily used and currently it is quite infrequent and runs for limited hours. To cut it further leaves no express service between Redmond & Blvu where a lot of IT firms have set up offices & hence more commuters who want to save time on an express bus.</p>
<p>car tab tax is not a permanent solution to the problem. I went to a metro meeting a few months ago and someone asked if metro knows anything about bus services in other parts of the country. Someone answered the question YES. But they did not offer any further explanation. If respresentatives have contacted other transit services, what did they learn? Do other services do somethings better than we do? What are some of the things they do better? How can we incorporate those things?</p>
<p>I just moved to Seattle area from Michigan where there was not any bus service to the city. I had to drive and pay to park. I was willing to do that here, but the parking is extremely expensive and lots are not available in downtown Seattle (no monthly spots avl). I started taking the bus, and it is wonderful. I am willing to pay more to continue service from my location (Snoqualmie). Also, your recommended routes to take would not work. The Issaquah TC is almost full already, plus the routes you recommend taking are being reduced and those busses are packed.</p>
<p>With the build up of apartments and condos in the Ballard area there is an increasing need for public transport from Ballard to downtown Seattle. A decrease public transport will result in much more traffic congestion in this area. Rather than deleting route 28, which serves the East Ballard neighborhood the service to downtown Seattle, route 28 service should be increased to every 20 minutes instead of every 30 minutes. The D line is too long a walk for most residents of East Ballard, and is too crowded after events such as concerts at Benaroya. If route 28 is deleted, the alternative D line will have standing room only.</p>
<p>I recently moved to Seattle. I found a place to live that connected with my work along the local 26 route. I am disappointed that it is scheduled to be eliminated. I'll be forced to drive daily to get to work. Way to go Seattle!</p>

<p>The proposed cut of the 128 bus route runs right through one of the already underserved populations in Seattle, High Point. It will cut the elderly and poor off from being able to go to the grocery store at the bottom of the hill on California Ave SW or the ability to get down to Delridge down the other side. You have left a whole community stranded with a route that only runs up and down 35th. This will not work for this community. The 128 allows for High Point commuters to make connections to other buses like the C Line or the 120.</p>
<p>It is more than necessary to have adequate public transportation. Many people rely on the bus system for countless areas of their livelihood (getting to and from work, doctors appointments, school etc.). I believe it will cause more problems that benefits by cutting services.</p>
<p>I live in the Madison Valley. My area is currently serviced by the number 8 and the number 11 busses. The number 11 bus is one of the worst in the city. It is NEVER on time, perpetually 15-20 minutes late. I use the 8 to catch the 43 or 48 for school. I also use the 8 to go to the grocery store and various other errands. Cutting the 8 would leave me with ONE bus option, the 11. Which is the most unreliable bus route there is.</p>
<p>If 260, 265, 277 eventually get cut, please make sure the remaining reduced routes, 252, 268, 311 will stop by Houghton Freeway stops so at least the riders currently utilizing Houghton Park and Ride can continue to utilize the parking lot. Thank you.</p>
<p>Cut from the top down. Cutting route have more of an impact than you think.</p>
<p>Eliminating a portion of the #12 route will have a huge negative impact on the businesses and families along 19th Ave East. This comes just at the time that our local economy seems to be improving, and it will really pull the rug out from underneath that recovery. Two new stores and a restaurant just opened on 19th Ave E. I know they were counting on community/transportation support. Also, we have several elderly people in our neighborhood who do not drive, and use the #12 bus regularly. They are NOT able to walk up the steep hill to get the #10, or down the step hill to get the #43 bus. So eliminating the #12 bus may mean they have to leave their home of many years! This seems wrong! Please keep route 12!!!</p>
<p>Adequate public transportation should be an area's obligation to citizens just like water, sewage disposal and electricity! and adequate public funds should be made available by cutting other less essential services like jails, surveys and studies etc. METRO should change the printed schedules ONLY when absolutely necessary--replacing ALL of these quarterly Makes no sense. This could save a lot of expense--maybe even eliminating them if need be. Route MAPS on the other hand are useful. The #2 works well as is--having it go up Madison which is very crowded with traffic, many lights and many delays is NOT GOOD!</p>
<p>I and many others are very dependent on the No 12 route. I live at the terminus and would miss it very much if it is terminated. One neighbour doesn't drive but still works and so needs the No 12 to get to work. It is particularly "scary" to walk to the No 10 or 43 if the No 12 is eliminated on North Capitol Hill.</p>
<p>I am transit dependent. I am visually impaired and rely on transit to get downtown for work and to get around evenings and weekends. Metro's current proposal to cut Route 71 night and weekends will mean that I have no way to get around my neighborhood nights and weekends. I won't be able to go west on NE 65th Street to the library on 35th Ave just north of NE 65th Street. I won't be able to get to grocery stores. Please retain Route 71 nights and weekends.</p>

<p>These changes impact the working poor and middle class the most. The proposed changes that affect me the most occur in Magnolia (Route 24) and will add significantly to my commute time and stress. What we have now is substandard to the need. Route 40 is absurdly under supported and these changes will add greatly to the overwhelming burden that it barely serves.</p>
<p>I would like to speak directly to Dow Constantine's idea- the sales tax half of his idea is flawed, because that hurts Poor people when they are trying to purchase already overly expensive NECESSITIES like toilet paper and the like! Rather than increasing the sales tax and further inflating the price of Already over-inflated(pricewise) Necessities, he should instead focus on a tax that would target more towards the higher (& maybe middle) classes, and specifically a tax on Frivolous items, like Alcohol, Tobacco, Marijuana, and other NON-essential Frivolous items like that! That would be a much wiser choice....</p>
<p>If you cut the 215 all the other optional buses will be overcrowded. The 215 is already crowded. Standing room only on the ride home.</p>
<p>I don't know about funding--if we have to pay more, so be it. I am concerned that you are planning to eliminate Route #2. I (and many, many others) take Route #2 from 3rd Ave. (where my bus drops me off) up to medical appointments at Virginia Mason. Changing the route to one further away means that I, and others with medical appointments at Virginia Mason, have to walk further to get there. Many of us have bad knees, hips, and other problems in walking. Eliminating Route #2 does us a great disservice. Please do not eliminate Route #2!!!</p>
<p>People who choose to live in the city 1. Pay more taxes (sales tax even), 2. Live there because they do not want to commute, and often because of the higher cost of living, cannot afford to commute via personal car for some reason or another (parking, ownership, taxes...). People out in the counties/country do not do these things, and therefore it is not justified that they should not have their services cut. In city routes, that do not leave the city should be left alone. If the taxes are going to be paid towards this, then it should be allocated to in city first, and outside city limits last.</p>
<p>Plz do not cut the 26 local. It is always packed and is crucial for countless citizens.</p>
<p>I am a businessman that works in downtown Seattle. I use Metro as a convenience and to save money versus driving and parking. For others not as fortunate as me, Metro is a daily, lifetime necessity in order to travel to school, a job, to look for work, to shop, or attend a social event. A complete and thorough review of all of Metro's infrastructure is in order. including routes and service levels. I would very much advocate for an approach that reduces service levels to those routes currently under consideration for elimination where ridership is at at some level that warrants continuation of that route rather than wholesale elimination of the route. In my neighborhood of north Capitol Hill, Route #12 from Madison to Galer is slated for elimination. It does not have the high ridership levels as the #10 route does traveling 15th, yet the 19th Avenue neighborhood has been growing with the recent addition of a new apartment building with related retail stores, and has schools and churches in very close proximity to the route that would support some level of service, even if reduced. Where reductions in service can be made that still provide a base level of service, all segments of our population remain served, if not as well served as currently.</p>
<p>I am concerned about how late the D-line will be running in the proposed reductions. I work nights, and am a regular D-line user.</p>
<p>I am strongly in favor of taxing vehicle traffic to support public transport. It keeps current bus riders on the bus and incentivizes drivers to switch to public transit.</p>

<p>Yes, I have some feed back for elected officials. Cut Metro's funding until they fix the system. Why? Metro doesn't serve the needs of the community. I live in the second fastest growing area of the county and lived here 7 years before Metro ever ran a bus through my dense-pack neighborhood of commuters. Meanwhile they sent busses winding through Fall City where one or two riders got on. Those riders joked it was "the lonely bus to nowhere." Meanwhile commuters lined up for a bus through Snoqualmie. It is one of the most loaded buses in the system, yet they want to cancel it. You can tell Metro does not care about serving the community because of their policy of "Its okay to leave early" leaving riders stranded for hours on a daily basis.</p>
<p>BUS # 167 IS VERY MUCH NEEDED! IT WOULD BE A HARDSHIP TO MAKE SUCH A CRITICAL CHANGE FOR UNIVERSITY DISTRICT WORKERS WHO LIVE IN RENTON AND SURROUNDING AREAS. We would all be in dire straits, due to any change.</p>
<p>As a rider of over 25 years, I like the proposals to streamline service in many different corridors & update the routing structure.</p>
<p>Raise the money through available tax increases to fully fund Metro with no cuts in service.</p>
<p>Eliminating routes seems like a short-sighted strategy. It may help alleviate metro's budget shortfall but it won't necessarily save money in the long run. For instance, if my route is eliminated, I'd be less likely to take the bus since it would require me to drive to a park-n-ride or take two buses to get to work. For the time it takes, I may as well drive. If there are others like me, metro would lose riders and their fares. Plus, the roads would be more congested.</p>
<p>If my route is cancelled I will start driving to work.</p>
<p>I live on Jackson St S, and the only service to that area past 23rd is the #14 bus. I often ride the bus between 7-9PM and service is being cut after 7PM weekdays in that area. This would require me to walk several blocks from the Rt #4 or Rt #27 stops to get home, and honestly it isn't the safest neighborhood. It is a lower-income racially diverse area that shouldn't have its services cut. My neighborhood, Little Saigon, the International District, the Yesler Terrace area, and the Central District NEED those busses, especially for people who work different shifts. Cutting service at 7PM is just too early.</p>
<p>I find the extremely long routes to be a little strange. It makes the bus schedules for those routes extremely unreliable. Also, One Bus Away (the app) doesn't seem to be particularly reliable either. If a bus doesn't come, it just skips ahead to the next bus and pretends that previous bus didn't exist. Thanks.</p>
<p>The potential decrease of bus service to the Central District appears to be discriminatory based on race and annual household income.</p>
<p>Rapid Ride needs to be on schedule more often, and faster travel from Ballard to downtown Seattle. It's not any faster than the old 15 line was.</p>
<p>Please increase funding for metro! We depend on it!</p>
<p>I heard that the 355 route is proposed to no longer stop at Roosevelt Ave N. in the University district, but instead, head directly down town. This will cause a major inconvenience to myself and others who depend on that route in order to get to our work places in a timely way. I work at a place on Roosevelt Ave. N and 42nd Street in the University district. I take the 355 every day. The 48 bus is much too slow and crowded. I and other folks will have to seriously consider driving to work if this route is changed as proposed. We already have many buses that go directly down town. Not everyone needs to go down town. Please consider these other people in making your plans. I would prefer an increase in the bus fare cost than to see this route changed as proposed.</p>

<p>Things are already difficult for everyone, but especially low-income and unemployed individuals. Cutting bus service eliminates affordable transportation options for some. And those who drive are negatively impacted too - fewer buses will result in more people who can afford to drive doing so, creating more congestion. And as a bike commuter who constantly hears (some) drivers complain about cyclists, those drivers are going to have to share the road with more cyclists. I can't see how service cuts are a win for anyone.</p>
<p>In my humble opinion the county ought to be working on initiatives to INCREASE ridership by increasing demand and reliance on this essential service. One possibility is to make parking in downtown Seattle so prohibitively expensive that very few rational people would be willing to pay it. That would increase ridership, increase revenue, unsnarl traffic, make more property available for affordable housing and affordable rent for business, and ultimately create a reliance on public transportation among the middle class. When middle class folks rely on something they make sure it's there for them.</p>
<p>Please don't delete the 244 route.</p>
<p>Wow, both of the local lines for my 'hood -- which already have spotty mid-day and downtime service -- are slated for reduction. I use the bus instead of the car to get to my clients downtown. I'm contract, so my hours are spordic, and often, I just run in for a mid-day meeting. The current cuts mean that my car will be the most practical solution for those times.</p> <p>The RapidRide literally changed how easy it was for me to commute into downtown from West Seattle and now, I see it's also scheduled for reductions. I really would rather not drive -- it makes for more traffic, I have to pay for parking, and it's hardly environmentally sound for me to drive solo downtown. And my scenario is nothing compared to those without cars who can't -- as I can -- walk a mile to my nearest RapidRide stop. These cuts are a terrible idea and will only result in negative impact for everyone, commuters and residents alike.</p>
<p>I rely on metro for all transportation needs and cannot afford and/or sustain myself if metro services are decreased.</p>
<p>Keep trying! You're in a tough spot.</p>
<p>The community is growing, the traffic management is growing worse, the environment is suffering. How is it possible that stop gap funding to get people around town in an effective way can't be found? Queen Anne Hill commuters are some of those that could so easily be pried from behind the wheel and onto the bus system for the benefit of the whole community, but instead we are more or less forcing those on the west side of the hill and elsewhere into cars. It is shameful. Our family has one car and chooses to use the bus. The city and county should facilitate this type of free choice? Instead, the obliteration of bus services forces families like ours to consider purchasing another car! What is the road repair cost of forcing more cars onto the road each year?For those with disabilities or no vehicle it presents enormous challenges and for those of us who are fit, it is a gross inconvenience that will diminish the quality of life in this city.</p>
<p>Raise the fare.</p>
<p>There are lots of people in our city that rely on metro busses to get them to where they need to go. Cutting bus service would get lots of people upset. There has to be a way for metro to get the funding they need so they won't have to cut service. Elected officials need to come up with ideas that will get the funding they need. They could cut service to bus routes that don't have any people riding them. So don't eliminate service to bus routes in the city. We desperately need to have those buses up and running on regular schedule. So goodluck and lets come up with a plan that won't cut bus service. Thank You!!!</p>

<p>Please avoid cutting routes. People rely on this transportation. Invest in mass transit like bus and rail service, and recognize that not everyone wants to or can rely on cars to get around.</p>
<p>Most municipalities don't provide acceptable alternatives for decreased bus service. If Metro makes cuts how are commuters supposed to adapt? For my bus route, Lake Forest Park does not have park and rides available for me to switch buses - getting from my house to a street with remaining bus service is a huge problem.</p>
<p>A great way to slow the growth of a city and severely affect its economy is to neglect its infrastructure and public transportation. If you are the public servant you say you are and were elected to be then DO NOT allow this to happen. How can a reduction be made when an increase and expansion is what is needed?! If you are looking for funding then ask for it from the big business and corporations who will be effected negatively when the number of people going into the city is constrained. This will definitely affect jobs and the local economy in a very negative way.</p>
<p>As a senior citizen I have to stand at least 3 days a week on congested buses in the late afternoon. Further reducing options places more people at risk standing on 25-30 rides.</p>
<p>You should be increasing service. Not making it harder to find a bus. I don't understand why the government is not making this a priority, to get funding. I am even willing to pay a little more just so you don't cut the service even further in Federal Way. The buses are over crowded already why do you continue to make it worse.</p>
<p>Bus funding should not be tied to extra fill gap funding measures. Working folks that can'tbafford to drive or park each day should be held hostage every year. Bus funding is a basic requirement of having a automobile based transit system. Also "Rapid Ride" D Line is a piece of shit. Thanks for canceling half the buses to Ballard and routing the D Line through Queen Anne! I love my new hour and a half commute!</p>
<p>AT LEAST the same amount of service, if not more. Getting rid of the 21 is unthinkable. That route serves half of West Seattle! Just the wrong half, though, right? High Point and Arbor Heights? Gotta serve Alki and the Junctions! How are people supposed to get to work? What you are doing is really just unconscionable. I'm really upset about this. The 21 is a pretty major route here in West Seattle. A lot of people will be seriously impacted by this. Please don't delete it!</p>
<p>There are few services that need to be properly planned. For example 250, make it express from overlake p&r to seattle. There are services which are too frequent and then there is 250 from a well spaced parking lot but there arent too many yakers because it goes through a lot of small neighborhood areas. Such optimizations could surely help us travellers plan a small trip to p&r and then forward to Seattle. I take 545 daily I wish I could use 250</p>
<p>The repercussions on cutting back some of the routes could have unforeseen impacts. Some of the routes are already extremely full and would be very negatively impacted by the cuts to other routes</p>
<p>I take the 265 into Seattle from Redmond because I work on First Hill and the 265 is the only bus that goes directly there from Redmond. The 265 is on the list to be cut. Many other people in the Redmond/Kirkland area also take this bus into Seattle. Once this route is cut, the only alternative left will be the 545 which is already packed every day. As the only route left from the Redmond area to downtown Seattle, I can't even imagine how crowded it will be. It's already standing room only. People are packed in like sardines. Instead of using money on those fancy Rapid Ride buses and bus stops, they should have used the money on the commuter routes they already had.</p>

<p>I do think some routes could be discontinued such as the 242, there are other options. And why is there no Sunday/holiday service, even limited to North Bend?</p>
<p>Since we are constrained by geography in this area and new lane-miles are very expensive, the most cost-effective solution to transportation bottlenecks to our continued economic growth is to decrease the transaction cost of mass transit. Metro has done a pretty good job of continuous improvement in bus routes and frequency, and maintaining the cost structure for riders, most of whom have seen their incomes drop in real terms in the last decade. While it is axiomatic that every organization can improve efficiency in operating budgets, that is the function of third party audit and administrative and legislative oversight. When we got rid of car tab fees (remember that?) and then sales tax receipts decline in a bad economy (have you noticed), and a temporary sales tax expires, wouldn't you think that just supporting the status quo is going to take another replacement revenue source? Let alone improving service to get more people moving on mass transit?</p> <p>What percentage of commuter and other vehicle miles traveled cover the same route every day? Is there really a need for most of those commuter trips to be done in single occupancy vehicles? If mass transit was more convenient rather than less convenient (and the former is only possible through service improvement and expansion), then the transaction cost would be lowered and more people would get out of their cars for more of their trips. That frees up lane-miles for those that cannot, or will not take mass transit. That makes everyone's travel times shorter. Shorter travel times mean there is more economic activity because the bottleneck of transportation is relaxed. More economic activity means there is more profit in the private sector, more money for investment and growth of the private sector, and more receipts for government from relevant taxes on that economic activity. Develop a backbone. That is why I voted for you. We need to be increasing transit, not decreasing it.</p>
<p>Please do not cut the 306X. I take the bus five days a week (306 and 312) and my stop is the last on the route before getting on I-5 for downtown. These buses are almost always standing-room only by the time they reach my stop, and sometimes they are so full that they don't even stop. If you cut the 306 but don't expand the 312 by the same number of runs, especially in the morning, there will not be room for all the passengers who rely on this bus. My employer gives me an ORCA card and I can't afford to drive downtown.</p>
<p>I really can't stress enough how important public transit is to keeping Seattle a world-class city: tourists and commuters alike rely on Metro to save money and get around the city conveniently; it's *the* key to building a "car-optional" city where carless people like me can still go about our daily lives without constantly wishing we had our own cars; it's sustainable; it's affordable to our less fortunate residents, who are already priced out of close-in neighborhoods and often can't afford a car for their commutes; you get the picture... I know budget issues are tricky, but let's face it, Metro service is already spotty (I've waited 45 minutes for buses on weekday evenings before) and these cuts will make service go from annoyingly inconsistent to insultingly bad.</p> <p>Think about what kind of city you want Seattle to be. Let's not become another L.A., eh?</p>
<p>Focus on the highest density areas. That way you can provide service to the most people who already have to deal with traffic congestion as it is.</p>
<p>I take 3 buses to get to work on Mercer Island. With line 203/213 cut, I will have no option other than driving and adding another car back onto the roads as I assume many other will. This will not serve to reduce congestion and impacts on the environment, but just the opposite.</p>

<p>Please don't cut the 74. I also took a financial hit during the recent sequester cuts, and I have finally started getting back on my feet. I take the 74 to get to work every day. I wish I could take it from work, but it is just too crowded.</p>
<p>People I talk to - THEY HATE METRO SERVICE. They say it's slow, it's unreliable, and it's better to drive and sit in traffic than to wait for the bus. I think Metro is making a very bad decision by making the buses even worse. For my area, the 66, 67, 68, 71, 72 are all being condensed into one 73. That's not making it very convenient for me, as a student, for I may have to take earlier buses to account for the fact that I have to walk many blocks to get to the bus stop from my apartment, then walk from The Ave onto campus, I won't have the luxury of having my bus drive me through campus and drop me off where I can easily run to class. Also, the bus is going to run only a few times during peak hours, so I'm sure I'll be rubbing elbows with my fellow riders, so I won't be using my time to read and study on the bus like I usually do. I might as well drive so I can get somewhere on time without getting too close with the person sharing my seat with me.</p> <p>Again, if buses were more convenient- they were on-time, could get from one place to another in a reasonable amount of time, stopped within walking distance to their destination, etc- I'm sure there will be a higher ridership. I'd like to emphasize that I HATE driving and sitting in traffic. Parking at school and work everyday is just so expensive! The bus is so much easier! I moved from South Seattle to the Maple Leaf area because it used to take me up to an hour to catch the bus. I liked the 48 more than Light Rail because I didn't have to go through downtown and the 48 stopped closer to where I needed to go on campus than the 7-X buses from the tunnel. The 67 gets me to school in 20 minutes!</p> <p>Metro ridership has been getting lower and lower because of the service cuts and fare raises. I'm sure if you increase service and made it more attractive for people to get around in the morning (instead of being the daily annoyance), I'm sure ridership will reach new heights again. If you imagine: you went to a restaurant and it had the slowest service, charged a lot, and had to sit too closely with others- you wouldn't want to go to that restaurant again! Riding the bus is the same way! If you make service better- more people will ride.</p>
<p>Public service transportation is a basic need for many, many people, particularly low-income citizens and youth. For this reason, funding for Metro transit should be increased, not decreased. Money needed for the budget should not be at the expense of low-income people and youth, but should be found elsewhere, through cuts to those who are making a lot of money from county contracts. In these tough economic times, it is possible to find contractors who will do work for less pay, and will do it well.</p>
<p>If you cut the 215 route my daily commute will turn into an hour and a half at least for one way. I work 5 days a week in downtown Seattle and the 215 makes for an easy and speedy commute. I might not be able to get to work on time anymore if you cut the 215 route.</p>
<p>I rely on taking the bus everywhere and take it at least six days per week - I can't afford a car, and one of the reasons why I moved to Seattle a few years ago was because the public transportation was more reliable and more navigable than where I grew up (San Jose, CA). I am worried that I will be unable to get around the city if the cuts occur. I have appreciated the buses so much for the five years that I have lived here - please do what you can to keep service the same!</p>
<p>Yes, proposed cuts eliminate both my buses that I can commute to work on. You eliminate the 27, and you delete the service on #8 past 16th ave e.</p>

<p>Community transit and Pierce transit found that the funding from sales taxes changed favorably so that they did not have to make draconian cuts like Metro is proposing. What the heck happened so differently in king county compared to Snohomish and Pierce?</p>
<p>Reduce under utilized routes. Route 41 every 5 minutes with no proposed cuts? That is crazy, I watch empty 41s drive through the tunnel at rush hour ALL the time.</p>
<p>Just a reminder that for many of us, the bus is the only option for getting to and from work.</p>
<p>Cutting all routes from the Houghton P&R into Seattle (260/265) only leaves people with having to drive to the already overcrowded Overlake and South Kirkland P&R's, or will force people to drive all the way into work. 265 is full on a daily basis. East<>West routes are already underserved, and these cuts would make Metro pretty much unusable for many riders such as myself. Cuts should be made more heavily in midday routes that are sparsely populated with non-working folk, and not for us taxpaying commuters. There is no reason that some routes need to be so frequent during midday. If cuts need to be made, reduce the frequency slightly, but don't eliminate 265 altogether!</p>
<p>I am a senior with knee/back/foot problems who is no longer driving and who relies on bus service to get everywhere including to grocery stores, drugstores, doctor appointments, etc. I bought my condo home 3 years ago on Bellevue Way NE and one of the main reasons I chose it is that it is on the 249 bus route, with the stop a short manageable walk from my home. With 249 I have good access to buses to the University District (for health care), to Totem Lake (for health care), to my local grocery and drug stores, and to Seattle for specialized services and cultural events. I gather 249 runs have already been reduced as I am having to wait longer for connecting buses. A further reduction in runs from 8 AM through 8 PM would be disastrous to me. Elected officials: we all want to reduce pollution and encourage less use of autos and more of public transportation. How is not providing funding for public transportation supporting that goal? To reach that goal we need to provide public transportation choices for citizens that enable them to get where they need or want to be when they need to in a manner which they find comfortable, safe, and pleasant. Cutting back on frequency of trips on routes that are moderately used at this time will not only hurt those people who rely on the bus but discourage others from trying it.</p>
<p>We need more routes to the first hill area</p>
<p>For the context of my talk, I'll mention that I'm a college student, and take the 37, 255, and 238 every Monday and Wednesday this quarter and heavily rely on the use of Metro buses to get back and forth from school each day that I have classes. King County Metro says that they're planning service reduction cuts to ensure the future of public transportation. Every day I take the bus, I see the future riding it. When I go to school in the morning, I see droves of middle and high school students getting on the bus, the youth of today who'll be the ones who encompass the societies of tomorrow. When I go home at night, I see the future riding it. College students, whose futures are as diverse as the planet we live on. Some of the students may even be future metro workers. In fact, I know there's at least one that wants to work directly for Metro. An aspiring man going back to college to work for Metro as a mechanic who services buses. By cutting certain routes, Metro is also cutting off not just their future, but probably even their employees, or future societies in the process. But...This isn't just about the future, this is also about the now. I understand that Metro is also a company and needs to be able to have the funds to pay for employees, wear and tear on buses, and many other things that interweave into our local public transit. In lieu of this, I've also thought up an</p>

idea for them to consider, in the face of such enormous spending shortfalls. Instead of cutting bus routes entirely, I urge a look into what the highest grossing times are for the bus routes they want to cut out. For example, instead of stopping service on the 238 entirely, making it into a hybrid commuter route. I don't know about the other times of the day, but from 6 a.m. - 9 a.m. and roughly about 4 p.m. - 7 p.m. the bus gets pretty full with students, commuting to and from their schools to wherever they're trying to get to. This would be a great example of a bus that doesn't need to be running at any given time of the day. Metro could save a lot of money making routes that go to colleges into commuter routes, like they did for the 37. I would also suggest as an example changing the routes a bit. Again, taking the 238 as an example, I wouldn't have it go all the way to Totem Lake, since the 234, and 235, both go there as well. I don't think you really need 3 different buses going to the same places, but with slightly altered paths.

Instead, how about just having the 238 go to the Totem Lake Mall area, and then the commuter can catch the 234 or 235 on their way to the transit center? That way Metro could actually GAIN money from people having to take two separate routes, while still getting the individual to their destination. They did something quite similar with the 172 that ran from Federal Way to Downtown Seattle. Take 2 buses instead of one to get there, but make it so that both buses don't go to the exact same places. Also, I'd look into a lot of the buses in Downtown Seattle. For example, the bus that goes from Pioneer Square to Safeco? Useless. People can walk 4 blocks to watch a Seahawks game.

Another thing to mention is to make some of the buses run less often. The 73, 101, 106, and 150 are PRIME examples of this. I've seen some of those buses nearly empty and coming every 5 minutes, which comes back to one of my original suggestions with seeing which bus times are the most heavily used for each route. Consolidating the buses, whether it's times, or route trips would save Metro a ridiculous amount of funds, There's no point in running an articulated bus every 5 minutes that only has 3 people on it, with the driver being included in those 3.

Part of the idea behind community transit is community involvement. But until you're able to connect with the community at a level they feel comfortable, then they won't give you the time of day, so I've included the following as a suggestion:

I know and understand that the chair members of Metro have busy schedules with all this, but as a suggestion, I'd urge them to take a ride on some of the routes they're planning to cut, so they can get to know the people on board, the everyday people that take their routes all the time, in order to get a social connection with their demographic, or at the very least, have the transit police hand out mail-in surveys while they're checking fares on the bus, that way they can get a more well-rounded public opinion. Not everyone has or wants to make the time to come to these meetings or respond to the surveys online, if they even have access to a computer and the internet. If you do it that way, then they can spend a few moments on the survey, then hand it either back to the transit police, or mail it in as they see fit.

Sorry about that being so long, but giving people the means to be able to succeed in their life and this country is something I feel passionately about, and I believe that community transit does just that. It helps people now get to where they need to go for their futures.

As far as County service goes, I think it is a really great thing for rural dwellers to be able to come to the City of Seattle in a quick, no hassle manner. The only reason I used the "no opinion" option was because I'm not sure the extent of current and proposed service on County lines.

Maybe some of the number of trips should be reduced on the routes that run every 10 minutes or so instead of eliminating the ones that only have a few runs and run only every 1/2 hour or hour.

<p>There are not many options for people living in South Park to get to downtown Seattle. The 132 route takes so long because of all the stops. The 113 route (olson myers park and ride) is perfect because it is a direct shot to downtown. It is frustrating how poorer neighborhoods have to deal with a decrease in bus service.</p>
<p>Do not reduce or take away Buses that lead straight to institutions and Schools. For man, that is their only mode of travel. As a college Student I beseech that 238 stays on, for I need it. At worst it could be diluted on the weekends.</p>
<p>Ridership is high for Metro because it provides service in useful locations at useful frequencies. We should be working to increase Metro service, not cut it. Cutting funding for Metro will negatively impact not just current riders but also other drivers that share the road with Metro, businesses that rely on Metro riders as their customers, and communities that depend on Metro for basic functional living.</p>
<p>Maybe taxing gas. Our sales tax is already high. If gas is taxed, it probably cause Metro fares to increase also and it would affect people riding the bus and people driving. Then they could keep all the buses.</p>
<p>I am fortunate enough to have a monthly bus pass subsidized through my workplace. If this was not the situation, I would have to work more than 10 hours before I had earned enough to buy a monthly bus pass. I think it's atrocious that it should cost more than a day's pay to be able to commute to and from work for a month.</p> <p>I think everyone's fares should be slashed so more people can afford to ride the buses and have more discretionary income to spend elsewhere, resulting in more sales tax revenues. I think buses should arrive at stops at least every 5-10 minutes so that passengers can miss one bus and still arrive at work or school or worship services on time. I think both of these measures would increase ridership and also revenues. In Barcelona and Paris a bus ride is about \$1.25 and I never had to wait more than 5 minutes for a bus or train. This can work.</p>
<p>I and my wife share a car. She works, so do I (as well as attend school). We have a young child and making sure everyone is where they need to be has become more and more difficult with the constant deletion and rerouting. It is illogical to think that those that require the public transportation system are the ones who have other options.</p>
<p>Yes, I do. (1) As someone who commutes to work by bus, I am asking that the funding proposal be much more realistic about fares. A 25 cent increase is nowhere near enough. Yes, it would be a bite in my monthly budget, but the fares need to come a lot closer to supporting the costs of keeping buses on the road. I think the increase needs to be 50 cents, 75 cents, maybe even a dollar.</p> <p>(2) I ride the #26 and it's well-filled during commuter hours. I understand you might not be able to keep it running 24/7, but please consider increasing the fares, dropping non-commuting time runs, and keeping it in place.</p> <p>Again, I believe you MUST have a larger fare increase, rather than loading the large burden on an LID. Thank you!</p>
<p>240 should route to Renton to CrossRoads to Bellevue</p>
<p>I'm a pharmacy student and will be graduating from my doctoral program soon. I rely heavily on metro bus service to get to and from my clinical rotations, as do many of my colleagues. Bus service is vital to those of us who cannot afford cars since we are up to our eyes in student loan debt and paying tuition to work 11 hour shifts at hospitals to complete our training. We need good bus service not just to meet the needs of the general public but also to support students in higher education, those who will shape the future of healthcare in Washington state.</p>

<p>I live on Dexter ave and ride the bus every day to Capitol Hill for work. If the 28 and 26 were to be cancelled, I would have to walk up to 99 and catch a bus or down to Westlake. My walking route to these buses would be at least 10 min and they are not well lit areas. On several occasions, I have encountered individuals doing drugs, camping out, or urinating in these areas. I would feel very unsafe if I had to walk to these bus stops. As a young female, I urge you not to cut the 28 and 26! At the least, please reroute another bus along Dexter for those of us who live there.</p>
<p>As much as I recognize King County Metro's budget shortfall, I am a consistent rider of your buses and I feel that the proposed decision to delete Route 238 between UW Bothell/CCC and Lake Washington Institute of Technology is a terrible one on both an economic and practical level. The route is almost always congested with riders on a daily basis, so I fail to see the logic behind removing such a lucrative transit route. If anything, the number of college students alone traveling this route is probably higher than the average ridership of most buses I've been on... many of these students are trying to enter the workforce and depend on this route for getting to LWIT, myself included. Please reconsider deleting this route, and if anything, I would suggest that a higher budget be allocated to Route 238 UWB/CCC to Kirkland via Totem Lake Transit Center if at all possible. Thank you for your consideration.</p>
<p>are you out of your minds on taking the 66 67 and 68 away. not only can I not get to the Roosevelt district from my home or the u district or the u village ... it looks like it would take me even longer to get downtown. I don't know who thought this was a good idea, all I know that the 66,67 is not on 5th ave ne or on Roosevelt and maybe the neighborhood snots had something to do with it. SO NO BUSES for anyone on those streets passed 75th. you are making a system that was already hard to manage even harder. FIGURE it out and leave the bus line alone</p>
<p>Put stable plan in place, whatever it is. We depend on the bus for our mobility.</p>
<p>I ride the bus everyday. Everyone I know takes the bus regularly. We depend on it for commuting and prefer not to drive. With the rising costs of gas and the rapidly dwindling areas for parking, we ride the bus every day. Also, I would never vote to reelect someone who voted for reducing bus service. Transportation is the only reason I vote in local elections.</p>
<p>I think we should provide the same amount of service from 5am to 7pm but stop bus service after 9pm. We need to reduce traffic on I-5 considering soon the viaduct will not be an option and those working in downtown area will only be able to take I-5 to get to and from work. If bus service is stopped during the principal commute hours people could not drive even if they had the ability to do so with gridlock issues. After 9pm the freeway will be available for car traffic so bus service is not as essential. It is essential for people to get to work and get to appointments during business hours. That needs to be the priority. As it is the busses that run at night drive by empty or with only 1-3 riders.</p>

<p>Magnolia continues to be plagued by route "changes" and service cuts. I have switched to driving only, because routes 24 and 33 are so unreliable and infrequent, and now you want to move the 24 off of 28th, and have the 33 do a loop around the whole fucking peninsula before going along 28th? Are you out of your mind?</p> <p>If I work in belltown, it shouldn't take me an hour to get home. I frankly don't care about anything else. This is why I'm now paying 220/month for a parking spot instead of riding the bus. Both the 24 and 33 going south to Burien and back killed reliability, and now you're killing service for people who ride the bus the most, to satisfy some rich whiners near magnolia village who ride the 19 today?</p> <p>I will not vote for anything related to metro funding until you fix Magnolia in your proposals and provide first-class service along 28th. If it takes me longer to ride the bus than it does to call a cab, wait 20 minutes for it to arrive, then drive home, I'm not going to take the bus, therefore I'm not inclined to pay for it.</p>
<p>Require the use of ORCA cards for all riders. Cities like Atlanta and elsewhere do this, and it works great. It reduces scamming, and they can be used on all forms of transport, not just buses. It would also speed up the loading of passengers, and allow Metro to more accurately gather statistics of ridership, which would allow for the a more efficient means of measuring where resources are needed most. It would also probably save Metro money because you won't have to process cash, maintain cash machines on buses, etc.</p>
<p>Yes -- Seattle and King County residents depend on Metro and light rail to get them to and from work, in addition to non-work uses. With gas prices hovering around \$3.25 a gallon, public transportation matters now more than ever. If you want a vital, healthy, livable city, public transportation is necessary; if you want one with a decent economy, it is vital.</p> <p>Cutting off these funds is already translating into more delays, increased fares, more slow zones, decreased service and a much more difficult time getting to work. For many, especially the poorest who are in the most need of jobs, it will make it impossible to get to work.</p> <p>This issue cuts across party lines. Senators Tom, Fain, Litzow, and Roach, what exactly DO you think it is worth spending money on? Thanks to you, your constituents will now enjoy a 17 percent cut in Metro bus service. Do you think maybe you could all get it together to behave like adults and *govern* instead of treating your job as if you're on opposing sports teams? That would be really nice.</p>
<p>I love public transportation. My only concerns are when I see ten of the same route pass me by, each bus with barely any riders, while I wait half an hour for my one bus that is constantly packed to the gills. In particular I see the 41 many, many times over in the bus tunnels before I ever see my 77. Quality of life issue at best.</p>
<p>Especially regarding trips to islands such as Vashon I would not recommend decreasing the number of trips. I do understand that fewer riders use these busses, which makes sense as there are fewer inhabitants. However, reducing service could potentially render it impossible for commuters to go to work or school. Reducing the service and also raising the vehicle fee is a double whammy for those who would have to purchase a vehicle (or a second vehicle). I understand as well that reduced fares for those below the poverty line will be available but simply raising the fare could make it financially burdensome to use public transit. As a city that is striving to reduce the number of cars on the roads I believe the proposed measures is a step in the wrong direction.</p>

<p>Reducing service is the worst idea I have heard in a long time. We need more and more frequent buses, not fewer, especially to and from Downtown Seattle. Downtown already has some of the worst traffic anywhere during the rush hour (even as bad or worse than Los Angeles) My proposal would be to charge people who use their cars more money to drive (registration / gas taxes or even a congestion fee) I'd even go further and make some streets downtown bus only or pave them over so people simply cannot drive. Maybe even extra parking taxes downtown. However, I also feel like funds that could go to metro may be being used for other purposes and the threat of cuts to Metro used to increase funding, thereby funding other programs that wouldn't otherwise be approved.</p>
<p>I moved to Seattle so that I could commute without using a car. I have done well for the last few years, but with the recent cuts and changes I am more frequently frustrated by buses driving past a bus stop because they are too full, buses that I do not ride everyday have changed routes and I do not know where to find the stops, etc. I am willing to pay a bit more for fare if I know I can depend on having transportation when I need it. It is challenging to be downtown late at night and not able to find a bus home.</p>
<p>Having a rapidline bus from that runs through university dist and downtown seattle would be beneficial since most routes going through these 2 places are being changed or deleted. There are so many commuters through this area and sometimes there aren't enough room for all the commuters and I have to stand in the cold and let the buses drive by because it's too full. You can also adjust the frequency of these buses to accommodate traffic times and non-traffic times as well instead of completely deleting a bus route.</p>
<p>Save the #60</p>
<p>In the last couple of years, it seems as though ridership has increased and service has decreased. Buses are rarely on time and are always full. I do not ride the bus so I can stand on the bus. Tracker is dysfunctional. That service should be eliminated for One Bus Away.</p>
<p>I depend on metro nearly everyday to get to work, class and just around to run errands. I bought a car for the first time only a week ago. But my fiancée and I will still use bikes or bus for at least 75% of our transportation. I live in Lake City and my bus routes (309, 522, 272, 41, 312, 75, and 303) are usually anywhere from about half-full to very full. I do not think there is a need to increase routes at this time. But reducing routes does not seem feasible, especially for weekday commuting routes between Bothell, Kenmore, Lake City and Downtown Seattle. Reducing these routes would be a nightmare both for the riders and the downtown area. There would be no place to accommodate all of those cars. That said, reducing very late night routes would be very inconvenient for a few, but not affect most riders. It might, however, increase the prevalence of drunk driving in the area.</p>
<p>Keep routes #14, 4, 131, 132 & 60. They are jammed pack and we need them to come more often</p>
<p>i don't know how i will commute to and from office if 250 is removed</p>
<p>Reducing bus service is a bad idea as it will clog up the freeways with more people who will opt to drive. It's already difficult for some riders to choose the bus vs. car, and with reduced service, more people will drive. I personally will be more tempted to if services are reduced.</p>

<p>Building apartments and condos are booming in West Seattle due to elected officials' decision to lift certain ordinance. That means there will be more people living here and traffic is ever-so increasing. How can you not fund the metro with such prospects?</p>
<p>Big cities have mass transit...and good mass transit. Getting your citizens around this region in a relatively straightforward manner, allows businesses to grow in all areas of the region, allows workers to travel cost effectively to jobs - gives these workers the ability to look for work in different areas of the region, allows for shoppers to visit different areas of the region, allows for better traffic flow throughout the region. Our elected officials, especially those in Olympia, seem to consider mass transit as only helping the poor, but that is completely false. When I was a student at the UW I took mass transit all the time, when I worked in downtown Seattle I used the bus daily for 15 years and I would continue to use it if there was more service in the Sammamish area. Our family uses the mass transit to the airport, to sporting events, to shopping events downtown...it makes things easier for us. PLEASE don't be so shortsighted and take this service away. It will cause a lot of problems for our region!!!</p>
<p>It is better to keep more routes with less frequent service than to completely cut them. Delete the routes that are not commonly used and reduce service on those. I would also be willing to pay a bit more to keep my bus routes!</p>
<p>I think it is well past time for the Puget Sound elected officials to approach the transit system in a comprehensive fashion. The fact that there exists two entities, Metro and Sound Transit, that overlap in service with duplicate administrations is a total waste of taxpayer dollars. If the elected officials looked at combining these two entities into one merged organization, the opportunities for cost savings would be immense. Currently, the two systems already share buses and drivers when needed, so having two separate administrations does not make sense. Combining the organizations would provide better coordination on routes from the two sources that serve the same areas, stops, etc. Saving administrative costs might provide opportunities to expand service rather than continually going to the taxpayers to support these duplicative structures. We ask to pay more to get less. That is ludicrous!</p>
<p>tax the corporate profits</p>
<p>I ride the 215 four times a week to and from Seattle starting in Snoqualmie Ridge. In the last week, I've seen the ridership increase dramatically on the 6:30 AM bus to Seattle. There is standing-room only by the time the bus leaves the Ridge and onto I-90. I rely solely on the bus because we decided to be a one-car family since Metro bus service was so good. I'm disappointed to hear that the 215 will be cut. It will surely impact many of us who have chosen to relieve traffic congestion by riding the bus.</p>
<p>Our existing infrastructure can't handle more cars/individual vehicles on the road and shared transport is the future of transport without doubt. So, Metro shouldn't decrease it's service but rather should increase it more and make it more convenient. The more people use it, the more areas are covered, the more revenue will bound to come in long term. Short term measures like route reductions or frequency reductions will simply allow less people to use the service and will defy the existence of metro for just some short term benefits. I haven't even touched about how green Metro is as compared to other options and how much job it generates in the community. So, please stop thinking about reduction in route of frequency and rather think of more revenue points like increased fare, more orca card charges and advertisement based revenue.</p>
<p>This should be a high priority for the Seattle metro area. We are far behind many other big cities!</p>
<p>Need transit for workers needing it to reach their jobs or job prospects.</p>

<p>Removing transportation from people who have to commute any distance for their employment is going to hurt people and hurt the economy, and further erode our ecology. The Metro system is important to us in Seattle for two primary reasons: 1. It enables to people to WORK, even if they are unable to find employment in their own neighborhood and do not own a car or bike. 2. It encourages responsible action toward the environment by making Metro a viable alternative to a single-occupant commute.</p> <p>My own household falls short financially, but we are still willing to pay more in taxes if it would mean continued, reliable metro service AND if it could be shown that the taxes collected went toward that end.</p>
<p>The change for bus 60 will impact those 1/3 of Cleveland high school student. Many students depend on the 60 as a transportation everyday. As for myself, I take the 60 everyday to get from Seattle central community college back to Cleveland high school because I am a running start student. With one bus route, I make it back to school right on time for my classes. If the 60 gets cut, I will face having to transfer buses, and that will affect my attendance for classes</p>
<p>Increase orca card prices and keep routes! Mine is one you want to take away, and every day there is standing room only - makes no sense to cut routes and try to get more people onto already over-full buses.</p>
<p>Many commuters rely on metro transit and have no other options to get to work. Without many of these routes there is just no way, and we will be forced to find other jobs. Please continue funding to these routes.</p>
<p>If you change the route and reduce the hours of the 234 I'll be stranded at 124th since you must not take elevation change into account.</p>
<p>I will have to reconsider my job in Seattle if I am not able to take public transportation that gets me there in a reasonable amount of time. I would be willing to pay more.</p>
<p>Funding existing infrastructure allows a more complete outlook on future possibilities. Too many times we fallback on cuts through budget concerns and the essential needs of King county residents are not considered. Allowing Metro to maintain routes, rather than rerouting and slashing, enhances public trust in metro services. Living in downtown Seattle I can see why the free ride zone went away, and less used routes disappeared. Traveling to school in Kirkland however, the ONLY bus which goes to Lake Washington Tech will come to a halt. Metro will directly cause a riff in education for the same people who ride AND maintain the buses. Stopping service only means more budget shortfall, which is why I BEG of Metro to reconsider stopping the 238. This bus moves more than people. It transports our educated and fresh workforce. We as students rely and hopefully have future with Metro. Again, cutting this route detracts capable and work hungry people from working with Metro. Don't do it.</p>
<p>Why not keep routes, but run buses less often? People don't want longer routes. We can deal with less buses by using Apps like One Bus Away and Google Maps to plan accordingly. For instance, rather cutting the 24 on 28th, why not run it once per hour?</p> <p>Also, if Metro is in the red, why was so much money spent on new buses and stations for the Rapid Ride? Rapid Ride seems to be a failure, I don't know anyone who thinks its more "rapid".</p> <p>Further, I heard that some bus divers make over \$100,000; that is ridiculous, there should be pay cuts for bus drivers. They should be told that some drivers will be laid off, or everyone will be taking pay cuts -to help them accept pay decreases. If they don't like it, they can work somewhere else.</p> <p>Its a real shame that Metro was so mismanaged, and this is being blamed on a bad economy. Why not take the politics out, and run it like a for profit corporation?</p>

<p>I support the ideas Dow Constantine outlined today. The \$60.00 dollar annual vehicle fee, the tiny increase in sales tax, plus the fare increase next year and the \$1.50 low income fare are all thoughtful, workable ideas. We can't wait for the State government. This is our King county problem - let's fix it and fix it in a sustainable way. I want to keep my bus routes and the routes my co-workers use.</p>
<p>My biggest concern is the over crowding the buses which put a lot of people in danger if there is a accident. Being late for work due to changing routes or cancelling buses which could take longer to get to the destination a person needs to be. For full time bus riders I know you make at least 900 to a thousand dollars a year.</p> <p>You would think because of the parking spaces down town Seattle that the bus situation is very important. Less traffic more parking for the people who actually live in Seattle.</p>
<p>Buses are part of the critical transit infrastructure of our city. With reduced services, Seattle's traffic and parking woes will only get worse. The reduction in ridership these changes will cause is not an indication that citizens don't want transit -- it's an indication that the transit options in their area no longer serve their needs. These changes would be a huge step back for our city.</p>
<p>As much as I depend on Metro to get to and from work, I do NOT support the \$60 vehicle fee or the increase in sales tax. Honestly, I would not pay more to received the SAME services as the services provided right now are inadequate to suit my needs.</p> <p>I do not work typical "commuter" hours, so taking the bus is a huge hassle for me. I have to be dropped off at the Renton park and Ride 2 days a week because by the time I would get there the parking lots are full. One day a week I am on my own, so I go all the way to Eastgate where I typically park illegally because of all the Bellevue college students who use the parking garage.</p> <p>The only reason I bother taking the bus is because I don't arrive in Seattle to take advantage of the "early bird" parking times, which means I'm stuck paying \$24 to park for the day.</p> <p>If the \$60 per year was going to make my Metro usage BETTER, I would consider it. But as it is now, no thanks.</p>
<p>Public transportation is absolutely necessary in a progressive city like Seattle. Consider more Subway or light rail service if bus service is too expensive to operate. Use rail lines that already exist. If necessary change bus fares-charge more at peak hours and less at non peak hours.</p>
<p>Yes.. Sell the older buses and make use of the new smaller "test" buses that were seen on Alki a few months ago. Make some of the "budget gap" back by selling the old buses. By the way .. How could metro afford the new mini metro buses .. With a budget issue. Do tell!</p>
<p>Just increase the fare, adding more fee on tab and tax aren't acceptable like we don't already have so many taxes.</p>
<p>I currently take the 193 which is beyond convenient (I live in Tukwika and my residence is 4 min from the park and ride). I have taken 3 different times frames of this bus, earliest catching the 5:58, latest catching the 6:58. I must report that at all time frames this bus is filled and you cross your fingers hoping to get a seat. This bus caters to the workers of Virginia Mason, Swedish on first first hill and Cabrini Med Center, Harborview, and Swedish on Broadway and Cherry Hill. The last stop in Tukwila does not cater to one individual, it caters to all. Cutting this stop would devastate so many people and I don't use that word lightly because it has been used multiple times by numerous people. I understand that every route is important but I would hope one that again caters to the major hospitals will go untouched. Thank you.</p>

<p>I take route 8 from the CD to SLU, and will no longer be able to with your revisions. I noticed that your route cuts adversely impact riders from lower income areas Many of whom travel to Seattle Central, and priorities capital hill riders who mainly get off in SLU like me to go to Amazon. This seems to hurt those that need public transportation the most. This revision needs to be reconsidered.</p>
<p>Maybe instead of putting so much into bike lanes and other things for the priveleged bike riders of Seattle who dont think they should have to pay for any part of the transit system....stop taking away the bus services to those who use it...like YOU want!!!Maybe bikes should start paying registration fees to be on the street for the fancy messed up lines they so need put on the street and maintained. Those who drive cars have to pay for metro and the bikes in the hidden fees and taxes the state and city make you pay when you get new tabs every year. That's not fair. Enough letting bikes takes our roads and buses away. They dont follow the rules anyway.</p>
<p>The main loss is providing vanpool to peoples who uses bus also but gets charged for vanpool only. Please stop vanpool service and provide bus services to common people. I use 250 bus route and I think it is always full in the peak hours.</p>
<p>I use the bus to commute to work every day and a cut in service to the 72 would greatly effect my daily commute. From 5-6pm each day in the transit tunnels it's a frequent occurrence for buses to be completely full by the time they get to Convention Place or Westlake so additional passengers can't board. If this is the current situation it's only going to get worse with reduction of service. More buses should be added during this peak time period.</p> <p>It seems to me, while it's a great idea, King County Metro should be holding off on further additions to Light Rail until all bus lines have the adequate amount of service. Focus on existing service before adding more service that won't be able to be supported.</p> <p>I'm definitely on board with the creation of a congestion charge for cars, and for a slight sales tax increase. The West Coast mindset seems to be that driving places is the norm, where in a city it should be considered a luxury. Adding congestion charges might make unnecessary drivers think twice about adding to the traffic, increasing public transit ridership.</p>
<p>I support a county- wide carbon tax to fund bus service. In lieu of that, I will support Mr. Constantine's ballot proposal in April to raise money through a fare increase, car tab fees and sales tax, though I'm more reluctant on the sales tax. Tax carbon instead!</p> <p>I wholly support the low-income fare proposal too. it really fits with Seattle's political ethos. Yes on transit and roads in April!</p>
<p>Metro does a good job of providing transit services in a city that is notoriously difficult to get around. Underfunding transit services will end up costing the region more because of increased traffic congestion. This is a very short-sighted move.</p>
<p>We need to maintain or increase bus service to reduce automobile use, traffic congestion, air pollution and global climate change rates, as well as provide transportation for those without automobiles. Taxing automobiles via license fees rather than reducing bus fares is one good choice. Creating a state income tax so that those with adequate means contribute fairly (rather than the regressive sales tax which takes more proportionately from those who have less) is an ideal choice.</p> <p>Perhaps both are necessary?</p>

<p>Please do not reduce bus service to Lake Washington Institute of Technology in Kirkland. Many of my students commute by bus, and absolutely need this service! If the evening busses on route 234 are cancelled, and the day busses reduced, the school will have major problems with enrollment, and students will be forced to drop out.</p>
<p>Don't cut the 304. If route 304 is cut I will have to drive my car and pay for gas and parking, why are these cuts being made. Why are people who take public transportation being told they have to find other ways to get to work, likely it will be a car causing more traffic congestion. Seattle traffic is already bad, and now we are adding more traffic? It's clear that metro has stretched now its time for the legislature to do their jobs and make good choices for our city.</p>
<p>Route 26 is being cut and is my only available route for a mile (26x and 40 a quite a ways away). I ride the bus twice a day, 5 days a week. As is this route is already standing room only during commuter hours.</p>
<p>Funding should be maintained and kept in line with inflation.</p>
<p>Metro is a pathetic excuse for a public transportation and management and other reforms should be made before they're given any additional funding.</p>
<p>It is very hard to commute M-F to/from South Lake Union, where many progressive employers are located. Initiatives to increase service to SLU would be greatly appreciated.</p>
<p>I live in Kirkland and work on Willows Road in Redmond. Willows Road is serviced by only two routes: 244 and 935. During much of the year - all except during the summer months - I usually take a route 244 bus to work and back, but on occasion have taken a combination of routes 930/935 to get to work and back. Buses on all three routes run only during morning and afternoon commutes. Buses on all three routes - and especially on route 244 - are mostly full whenever I've ridden them. To cancel routes 930, 935, and especially route 244 would leave me with no viable alternative to get to and from work during much of the year. While I do ride my bike to work (12.5 miles each way) when there is sufficient daylight, the narrow, bad shoulders that I have to negotiate during my commute ride make riding at night dangerous at best. Consequently, for between 7 and 8 months a year Metro is my only viable way to get to and from work. Route 244 in particular is clearly in demand, since - as I've already said - they are mostly full when I ride them. Routes 930, 935, and especially route 244 should not be eliminated if service cuts are necessary.</p>
<p>Local elected officials: keep pushing to get more funding! It is my only transportation option, and often times it is too crowded to get on the bus. And cuts haven't taken place yet. State elected officials: let us tax ourselves for our own bus service! Why do we even need permission?</p>
<p>Help people get to work - fund Metro. It's good for the economy which is good for everyone.</p>

<p>More needs to be done than what is proposed for the 372 which often has standing room only. The early 1st run of the day to campus is more often becoming a full bus. Lately on the commute home to Bothell the drivers had to leave passengers behind especially the last stop off campus heading north. It will be worse with the riders from the deleted 72 route being added to the 372 route.</p> <p>Adding later weekday runs and weekend runs is a good idea. However, the time between the daytime runs needs to be shorter to help reduce the number of riders per route. I also recommend eliminating the stops at Berkeley and 55th streets leaving the 68 to service these two stops and make the 372 even more of an express to minimize crowded conditions and better serve passengers going beyond Lake City. The ride has been getting longer and longer for those of us going past Lake City. Eliminating the two stops for the 372 would also encourage some riders who can take the 65 route to reach the neighborhoods near Berkley and 55th streets between the 68 and 65 routes.</p> <p>Why operate the route between Lake City and UW Bothell Campus only on weekdays? Many students going to both UW and Bothell campuses live in Kenmore and Bothell, especially international students living in homestays, do not drive cars. Even some campus employees work weekends. UW Bothell is now a 4 year university with students living on and off campus. Cascadia Community College shares part of the UW Bothell campus. Students living off campus often use their campus libraries and meet on campus for study-groups at all three campuses. It just seems logical to have all runs serve both UW campuses 7 days a week. It would help reduce auto traffic in the neighborhoods around all these campuses.</p>
<p>Increasing bus funding is a no brainer. Urban and business districts are getting denser. People need more bus options so we can reduce traffic congestion and parking demand.</p>
<p>The cuts to Shoreline are drastic. Cutting both 342 and 242 forces me to take 3 buses instead of 1 or 2 to get to Microsoft. I have ridden the same routes for almost 7 years and it is very disappointing to have to significantly adjust my lifestyle due to the cuts. The "spillover" effect of cutting 242 & 342 will be a tremendous load on SoundTransit 542, making it standing room only all the time, which is very unpleasant for doing anything productive with the commute time.</p> <p>Please find a way to fill the gap. Tim Eyman may have eliminated some options but certainly you guys can outsmart him :-).</p>
<p>Raise fares by \$.50 to offset costs, DON'T REDUCE the number of buses. My 214 bus is already WAY OVER CROWDED!!! You are driving people away from working downtown, you need to find other ways to generate revenue, cut the waste out of your system!! I see buses running empty or setting ideal while other buses are just extremely packed and reaching the point of danagerous to ride on!! CUT THE WASTE OUT OF YOUR SYSTEM!!</p>
<p>Cutting buses is the worst thing to do. We will be just adding more cars to the already busy Seattle commute. I dont understand, something that is serving both lower and middle class population so well, why such a service is being cut.</p> <p>Public transportation is a thing which make a average city good. and we are somehow trying to move away from that.you say not many ppl use it, but I see crowded buses, projected 50,000 car increase in city.</p>

<p>I ride the 167 bus every day. It is only bus that services the lower Eastside to UW. The bus is 2/3 to 100% full morning and night. Further the Newport Hills Park and Ride which the 167 uses is one of the few park and rides that is not at capacity. Your proposed option of taking the 111 downtown then a bus to UW is ludicrous, especially those of us that work at UW hospital (which is the majority of the bus). It would add over an hour to our commute. No one will stand for that. I405 is already completely jammed. Adding the few 100 cars that will result from cutting the 167 will just make it worse.</p>
<p>I think that cutting routes to Madrona, north of downtown, is a mistake. This is a predominantly low income part of town, with many residents without an alternative transportation option. I think the 2 route should have its service levels decreased but not eliminated.</p>
<p>By decreasing service (both buses on my commute are directly affected), more people will start driving cars and the traffic (which the buses are meant to help alleviate) will continue to get worse. It's a shame when you're trying to do your part to help the community (decrease traffic, pollution, ect) and budget cuts make it so that you either have to wait an incredibly long time or walk a very long distance. It's really too bad. I always thought Seattle was a leader in this county, yet it seems we're going backwards.</p>
<p>We should actively pursue funding.; Since 2009 Metro and Sound Transit has increase ridership. Buses have been crowded and additional ones have been added. Pollution, longer commutes will be affected. I suggest that Metro and Sound Transit should take commute like many persons do. I highly recommend that the duplication of Metro and Sound Transit administrators should be evaluated, too. Some positions could be deleted since I believe it is top heavy.</p>
<p>The proposal to remove Route 250, the Metro Route which provides the only access for me to take public transit every day to my job without making multiple transfers will be an incredible struggle for me and others in my community. This is a commuter only Route and I have never taken one of the four options during the morning and evening without the bus being full. It is not unusual for passengers to be standing. Again, this is the only option for me and many others in my community to get to and from work. I'm only able to live in my home, which I just purchased in excitement that it was on a bus line, because of Route 250!</p>
<p>Seattlites rely heavily on public transit and this should be something our city is proud of. We reduce traffic on the roads, accidents and carbon emissions by jumping on a bus instead of in our cars. Seattle has been a city where a car is not necessary because our transit systems have been adequate. If metro service is reduced, bussing may become less reliable and certainly less convenient for commuters and non-commuters a like. Please find a way to assist King County Metro's budget gaps so Seattle may continue and even improve its ability to reduce traffic, accidents and pollution by maintaining the metro system.</p>
<p>Decreasing service will negatively affect quality of life here. It will increase traffic congestion, decrease transport equity and make moving about the city more difficult, the negative ramifications of which are endless. Increasing service would be ideal, but at this point it seems like finding a way to maintain existing services would be the best thing we could do for now. Metro is a public good and in part the responsibility of our government. Watching (let alone indirectly forcing it to) fail is unacceptable.</p>

<p>There are many of us who do not own private vehicles or choose to leave the private vehicles at home for the convenience of mass transit as well as road congestion / pollution mitigation. This is nothing new.</p> <p>However, cutting or reducing schedules will have far more impacts than those above.</p> <ol style="list-style-type: none">1. Longer commute times leading to less time for commuters to visit businesses and other areas.2. If a route is eliminated or reduced, and commuters have to spend more to get to a mass transit route or change to a private vehicle, then they will have less funds to spend as an economic stimulus (other than perhaps fuel and vehicle maintenance).3. Stress levels will increase as people attempt to find alternatives <p>Tax breaks of all kinds should be eliminated. More than likely this would provide more than sufficient mass transit (among other items) funding.</p>
<p>I ride route 250 from Bellevue to Seattle. This route is generally standing room only. The only other option for me and the other riders on this route is to use route 545 sound transit, which is already over crowded. How can expect to crowd more people on the overextended 545 route? Deleting route 250 will I am sure cause a number of people to resort to cars, increasing traffic and costs for commuters.</p>
<p>Stop spending on other projects - like salmon runs etc... and Round abouts - we need to be able to get to work!!</p>
<p>I am willing to pay more to have MORE services. I used to ride the 111, but it is TOO crowded and too slow. I now ride the 214, which is faster, but the drive to that park and ride is slow because there are so many more people driving back and forth to Issaquah. We need MORE not less. It is crazy to think of reducing services to this part of King County. There is a huge demand for buses where I live.</p>
<p>Public, mass transit is necessary to continue to have an economically thriving area. Maintaining, if not increasing transit should be high on every elected official's priority list.</p>
<p>The city is growing, businesses are moving in, apartment complexes are rising at unprecedented speed, more people are flowing through the city... Is this a good time to cut funding for the public transportation?</p>
<p>Funding public transportation, bus service specifically, should be a priority for the city. With millions allocated for the extension of the light rail, bus service gets little attention. For those of us who live outside of the proposed light rail expansions, bus service is critical for our commute.</p>
<p>I work at Lake Washington Institute of Technology and there are many students that rely on busing to get their education. The 238 is an important route.</p>
<p>It is extremely hard and long for some to commute in Kent. From the Seniors that try to get around to do their shopping, to others that have to walk long distances to get to places. Where I live I have to ride the 158 or the 916 to get close to home so I don't have to walk so long. It's not easy getting around during certain times of the day. I feel that the 158 and the 916 should come more often, the 158 should also come on Saturdays coming more frequent, and the 916 should have its last route up Kent East Hill after 6pm. The reason that these two routes should come more often is it's easier and safer for the people; it's not very safe getting around when it's dark outside. I understand raising the fares to help with the funding, but Metro should really be concerned about the safety of the people.</p>

<p>The metro bus needs to be funded. I do not own a car and rely on both the 47 to get downtown, then the 21 to get to work in the SODO area. It is absurd that I may have to walk for 10 minutes to get to any alternate transportation. We are moving backwards, not forward. If these both get cut I will be very disappointed in our city and will no longer be able to boast about our great transit system.</p>
<p>I just moved here from Portland, OR. I realize, i was "spoiled" so to say, about how flawless TRIMET is, but i was absolutely astounded to how terrible this transit system is... The only positive thing to say, is the price of a ticket is reasonable. I do absolutely believe the transit system should have an available, "all-day pass." For those who intend on being out and about, in two-zones for the day. Also, for such a large city, why do you not have a reliable APP for transit trip planning/tracking/route options/paying fare. I can not believe i had to pay a dollar to buy the APP that is only barely helpful for my needs. But for the lack of service, whether its how little the bus lines actually run, how little the bus lines are actually on time, how little the bus stops are actually maintained, how little the phone number for customer service is actually functioning or how little the customer service seems to care about helping the people who rely on public transportation... i don't think the funding for the Metro transit is taken seriously. I can not believe you intend on cutting lines even further. The only way my husband gets to work is being cut completely. You are forcing us to expand his trip, which is already an hour and half long because you're priorities in funding obviously is not focused towards caring for your users. If i had more of a say, i would do whatever possible to get this transit system straightened out. So far, in my experience... this public transportation is the worst i've seen in the country so far.</p>
<p>MUST continue to support public transportation</p>
<p>If you drop 238, I would see no point in continuing with the Orca pass. I had been exploring the routes to Seattle when I work there. It is just going to be easier to drive in. 30 minutes vs 90+ on the bus.</p>
<p>With all the money mis-spent on Hwy 99/Viaduct and 520 bridge is it any wonder funds are short. Best way to improve Metro is to get people out of their cars and using buses. I leave my car at home because gas prices and parking fees are too high. Maybe others would do so if you increased taxes on both! Let people pay for privilege of driving in comfortable cars while we wait for and use bus. Have you considered improving amenities on buses? Having traveled in Europe we know mass transit works. Having taken Rt 48 from Loyal Heights to Rainier Ave I question why my morning run ALWAYS catches an earlier bus and simply follows it for miles. Other scheduling issues?</p>
<p>I think there are many ways to make service more effective, but the proposed extensive cuts would be devastating for the population and result in even worse traffic problems. We should be looking to increase mass transit, not decrease it, and I am willing to support funding schemes that trend in this direction.</p>
<p>This message is in regard to the possibility that the 238 bus schedule may be reduced or removed. I depend on this bus to get to my classes four to five days each week. The fact that the 238 bus runs every 30 minutes provides security in my ability to arrive at class on time or a maximum of 30 minutes late if the bus that I connect from is late or breaks down. If the 238 route is removed, the bus will no longer be the practical and inexpensive form of transportation that I count on, and unfortunately I will be left to seek another (more expensive & less efficient) means to arrive at school. Please do not reduce or remove this route.</p>
<p>Some busses don't run very often and can deter some participants from riding if they aren't able to get to and fro at a reasonable time. I think if the times increased, there may be more participation.</p>

<p>We need route 8 during peak hours throughout its entire route. Cutting service through the central district and south Seattle feels like a smack in the face to struggling families who rely on public transportation.</p>
<p>When cutting service on routes, please consider running services on the weekends at a reduced frequency</p>
<p>I may be coming from a place of privilege, but I would rather see another fare increase than the kinds of cuts of service I am seeing. I ride the 12 which is standing room only during peak hours. I cannot imagine how the cuts to east madison and 19th are going to impact my daily commute. I cannot imagine the trolleys on the 10 line are going to be able to accommodate the influx of riders.</p>
<p>In areas where the proposed service revision is to ELIMINATE a portion of a route, it would be valuable to assess how that route might be maintained with less frequent service. This is particularly true for routes where there is no suitable alternative, or the existing alternative would add a significant amount of travel time for riders.</p>
<p>If you want more people to use metro there needs to be more incentives and make commutes easier to more people. People will take the bus if it doesn't add that much time onto their commute, if it will get them to work when they need to be at work, and if it's relatively cheaper and more relaxing (not standing on the bus for an extended period of time). Cutting routes is just going to push more people away from using the bus, further lower the numbers and adding more cars onto roads that are already crowded. Yes, if you don't have the funding there isn't a lot you can do, but cutting routes certainly isn't going to solve the traffic problem that is so horrible in Western Washington.</p>
<p>There are some routes that can be consolidated (for instance the 3 & 4 north of downtown). However, some proposed changes. Like decreasing the number of route 29 runs (which is packed on a majority of trips) should be reconsidered.</p>
<p>Good grief! We want to be known as a leading city among cities in the United States. How, then, can we not find the funds, not only to keep service at their present levels, but to improve and increase service?? Shame on us!</p>
<p>I use the Bus 2 to go to and from McCaw Hall (Dance & Opera) & Benaroya (many symphony & other shows). It is comforting to get on the bus at night to come home.</p>
<p>Fund 17 million dollars?</p>
<p>Most people would be willing to pay more gas tax to fund Metro.</p>

<p>I take the #5 bus from my home in Fremont to downtown Seattle for work every morning and back home every evening. By the time the #5 gets to my stop it is completely full with people standing through the aisle up to the front of the bus. If we are lucky the standing passengers will squeeze and make room for more of us to get on. However, many days the bus is already too full to take on additional passengers and passes us. Often two or three buses will pass by without picking up any passengers because they are too full. The worst I have seen is 4 full buses passing by without picking us up. The #5 is the only bus that serves my stop and right now it runs every 15 minutes during the morning and evening peak commutes. The peak commute times are in desperate need of more buses rather than the potential reductions in service that are proposed.</p> <p>The other problem is that beyond potentially reducing the #5, the proposal includes the elimination of the #5X. If the express bus is eliminated this will greatly increase the number of passengers getting on the #5 and there is no way that route can handle the increase. It already cannot handle the current riders.</p> <p>We really need to keep and even increase the level of service that we have now. Reducing service would mean more people commuting in cars and increase traffic. It would mean that people without a car would be unable to get to work, appointments, stores, and everything else that is needed. Please find a way to find this critical county service.</p>
<p>Do not cut buses at night on Thursday-Sundays! By saying the buses stop earlier, it is asking that more people drink and drive. I take the bus everytime I work night shift at Harborview Medical Center as an RN. The weekends always see an increase in drunk driving accidents and I am afraid by cutting night service you are just going to increase the chances that it is going to happen even more.</p>
<p>Commuters on the 5 regularly get turned away during the peak times and nearly always have to stand on the morning and evening commutes. Reducing service from every 15 minutes to 20 minutes would create more crowding and buses that bypass passengers. On every occasion where the 5 express is not running (i.e. holidays) or where there is a mechanical failure, the 5 gets unbearably crowded! During peak hours, it is possible to get passed by numerous buses. Nothing is more frustrating when you are trying to get to work. Please do not cut service to the 5 or 5 express. It would be devastating to many in the Phinney Ridge, Greenwood, and Fremont neighborhoods.</p>
<p>If I had the answer to why the budget has been handled so poorly I would run for Mayor. At the risk of making enemies, there is a lot of fat to be trimmed in county (and city) offices. Most of us can figure something out so hopefully there is some serious consideration going into which routes you are selecting to reduced service or cut because the bus is a lifeline for a lot of your riders.</p>
<p>If metro cuts service even more, people are going to be forced to drive. Our streets are already too crowded and in terrible shape and this will just make it worse. It's also ridiculous that a city the size of Seattle, doesn't have better public transportation.</p>
<p>It is ridiculous Olympia cannot pass a transportation package which is equitable to all residents of our state. Cut Metro funding and you cut the chances someone can get to work or school on time if at all for some people, in particular people who rely on the bus.</p> <p>You add the amount of time it takes for all people - bus riders and drivers - to get to work, school... We as a society will pay more in the long run if you cut funding to Metro now. Try and think beyond the next quarter and think to the future.</p>

<p>Reducing bus service will reduce the quality of life for Seattle residents and significantly reduce many of our national rankings as currently touted at http://www.seattle.gov/economicdevelopment/press_newsRankings.htm. Housing costs are already an issue; if regular folks like me, a UW employee, cannot get to work.... is it really in Seattle's best interest for me and hundreds of my co-workers to be forced to buy automobiles in order to function? It is painful for me to see the special shuttles arranged for every sports event, and the special commuter trains for people who choose to live in big houses in other cities, and the giant holes being created here & there under the promise of a fast light rail system, and shelters being changed under the promise of Rapid Ride, while the reality is that it CURRENTLY takes more than 45 minutes for me to travel from the U district (45th & 11th, not even on campus) to Aurora & 103rd, for a workout class that starts at 5:45 p.m. And two of the buses you are planning to remove are the 355 stops in the U District and the 48 Express. Answer this: how am I going to function on a daily basis with inadequate bus service? And I really feel for a friend of mine, who has MS, who currently rides the 355 from north Greenwood to the U District. She will be forced to take two buses, and honestly, the daily anxiety and stress created by having to rely on not one but two buses ("will I make my connection?!") not only reduces one's quality of life but may even shorten it. I purchased my condo in Greenwood because I could not afford a home in most other neighborhoods, and because I would be able to take only 1 bus to work. The elected officials need to find some money and support Metro. Get on with it and stop threatening our way of life, for everyone's sake!</p>
<p>Please do not cut the 7x. The Light Rail is too far for me to walk safely for my commute. And the 7 is far too dangerous to ride. Please consider creating East-West bus routes that connect Rainier Valley to the Light Rail stations. Park n' Ride lots would work too. Currently, the Light Rail is useless unless you live within walking distance.</p>
<p>In my opinion, the transportation system is a huge pro of living in this city. Many people use this service. I even chose to not own a vehicle because of the convenience of using the transportation service. If there was a reduction or deletion of routes, i feel it would have a huge (negative) impact on a many many people, businesses, and the city. Like myself, this is the only form of transportation for many and key to helping with traffic flow, particularly in downtown.</p>
<p>Public bus is the democratic method to transport living, working people to place from place. It is the basic of life. King county should get more funds from 1% rich people. Imposing income tax to 1% rich and hopefully you do not cut the bus line. Actually, the present service was already decreased before. This is not right. Commuting bus is the best way for ecology.</p>
<p>If you want people "out of their cars" there will have to be adequate and convenient service. Cost has to be reasonable especially for people in low paying jobs.</p>
<p>Once upon a time housing in Seattle was focused on single-family homes w/ 2-car garages. Traffic is bearish and won't get better until there are ways to move masses of people - by transit! When I sold my home and moved to First Hill a very major consideration was how to live without a car; I could NOT do that in Northeast Seattle. MORE ROUTES, MORE BUSES, MORE STOPS</p>
<p>The reductions suggested for the 121, 122, 123 routes are closer to a 50% reduction during peak times. These are the only express busses to Downtown and are already pretty full. A 50% cut will force many people back into their cars.</p>

<p>Would like to see Seattle DOT use funds to continue and improve existing bus service within the City - rather than impractical projects like Madison Bus Rapid Transit.</p>
<p>We strive to make this a car free city and then turn around and decrease service on mass transit. Many older people keep cars longer than they should due to limited walking ability and the threat of decreased service on public transportation.</p>
<p>The #113 is the only bus I can catch to get to my job downtown Seattle. Please do not cancel this route!</p>
<p>Having access to a bus. I don't drive so we need buses.</p>
<p>Metro Transit is at the heart of the long-term economic, social, and environmental health of the region. Don't lose sight of the good!</p>
<p>I am dependent on public transportation and don't see how completely eliminating transportation to major employers that are even highlighted on the map of changes (see the deletion of route 930 along Willows Road NE) is supposed to be a solution to the problem. By failing to provide at least minimal service to major areas, you are increasing traffic and leaving many people without any mode of transportation, which is unacceptable for a major city with as many commuters and reliance on transit as the Seattle area.</p>
<p>If cuts in service are necessary, then I favor decreasing the frequency of service rather than eliminating transit routes.</p>
<p>I have heard that route 60, 106 and 124 may be affected by the cuts in June. These routes are very important to our community. Most people do not have cars and rely on metro to get to work and to the hospitals. We have a lot of vets in Georgetown that need to get to the VA hospital. There are also a lot of single mothers who you use Metro to get their infants to daycare and get to work. If you takes these routes away from Georgetown many paying customers will suffer and may be forced to move. Please keep these routes in Georgetown. Without them it could make it very hard if not impossible for people to support their family and take care of their health.</p>
<p>I have been working in Renton the last couple of years and we are moving offices to downtown Seattle. I was thrilled to see route 215 would be an excellent option and then crushed to see it being slotted for deletion. I understand the need to cut service to make the dollars add up but would love to see at least one trip for 215 to service the community out here. Without it commuting to work via bus will be a all day experience cutting into family time with our newborn or having to pay for parking in Seattle which is tough financially. I hope we can save 215</p>
<p>Instead of removing some of the lines altogether, why not cut service during the slower hours? The 265 bus (8AM) I ride from Redmond to Seattle is packed standing room only, however the later 265 busses are pretty sparsely ridden. Why not leave the 265 in operation during the times where the bus is full? The 5PM bus from Seattle to Redmond is also packed. If the 265 is removed, I will be back to driving to Seattle. Unfortunately switching busses is not an option for myself and many others who I ride with due to longer wait times and missing connections which would cause us to be late for work and miss meetings.</p>
<p>Prioritize public transportation over bike lane development.</p>
<p>Please fully fund Metro.</p>
<p>providing the correct size buses per routes and more timely service - if a bus is regularly 5 or more minutes late, then change the time table to reflect it (specifically the 114)</p>

<p>Maple Valley is growing by leaps and bounds and several people do not take the bus from Maple Valley because there are not a lot of choices - with only 5 buses in the mornign and 5 at night. I know a lot of people that drive to either to the Issaquah Transit Center or the Renton Transit Center to catch the bus because of the lack of buses in Maple Valley and becuae there is no place to park our cars to take the bus. I live by a stop on Maple Valley Highway, but do not catch the bus there becuae Maple Valley Hwy does not have sidewalks, lights or crosswalks. It is very dangerous thus I need to a place to park my car. The Maple Valley Park and Ride is small, and dark. There are no lights and it is very dangerous at night.</p>
<p>Metro service between Enumclaw and Maple Valley, particularly 907 Dart allows my family to exist on only one car (along with bicycling), so greatly reducing cost to live and with lower impact on the county road infrastructure. I also use 143 to go into Seattle from time to time, as well as 186/180 to travel to the airport.</p> <p>I encourage others to also use Metro public transport and find others feel the same.</p> <p>The limited service we have in Enumclaw and Maple Valley is a lifeline for getting to work and getting around out here, where there are no other options - even taxis many times don't offer to come out to this part of the county.</p> <p>Mixing in Metro transport makes bicycling to work possible - can take bus when wet, slippery or too dark. This is good for our environment and a healthy lifestyle. This adds a whole new dimension to the lifestyle possible in the SE part of the county.</p>
<p>Increase taxes to pay for service. This should be a priority more than bicycles.</p>
<p>Analyze ridership and then reduce frequency and length of service rather than cancelling routes.</p>
<p>Elected officials better fund maintaining current levels of service - or I want a list of those responsible for not obtaining the funding. We will vote out anyone who cuts or doesn't support additional funding to maintain current service levels. Elected officials better respond to this or the public will respond to them.</p>
<p>In the last budget cut you eliminated the 51 bus, which served only the West Seattle Genesee Hill area. Your rationale was that the 57 would continue to serve that big chunk of West Seattle--although on a limited run basis. Now that you are proposing to cut the 57, you are abandoning a huge chunk of West Seattle, and leaving a significant number of Downtown commuters to work and medical appointments, abandoned. This is the largest area you are proposing to leave completely without service. Many elderly and disabled people who don't drive relied on the 51 bus to get to the Junction to catch buses to their medical appointments and/or jobs. Even more Downtown business employees (including King County employees) ride the 57 bus every day to work. Taking away our only option to catch the bus in our neighborhood means we either all converge in our cars on the Junction--making parking difficult for people wanting to frequent the businesses in that area--or worse yet, we all drive our single cars downtown. Imagine the congestion that is going to create. Certainly doesn't fit with the image of Seattle as a green community, now does it. You will bring undue hardship on West Seattle if you follow through with this plan.</p>
<p>Fares need to be increased. I would rather pay more to ride the bus than to have my car, which I have to have to get to any bus service, taxed at a higher rate.</p>

<p>Instead of taking a pay raise, the elected officials of King County Metro need to put that money toward the bus services. Mr. Desmond, GM of Metro has a salary of \$185,805 (from 2012). In 2010 his salary was at \$182,400, so its safe to say that 2013 and into 2014 he will continue to take an increase, making the funding gap even larger. It is not fair to the riders of King County Metro that our routes be cut and reduced, making it impossible to get to our minimum wage job on time, causing many people to lose their jobs over being "late" without any care to the reason they are late is because your buses either 1)don't stop because they are too full, 2)are late because they have to stop at every stop to pick up people, or 3)are unreliable because service continues to be cut, and here he is continuing to take pay increases. Other officials with the higher salaries need to do the same. If all of them could take a small cut that would go straight to funding routes, I imagine the King County Metro would NOT have a 75 million dollar gap to fill.</p>
<p>Do not cut the 7. This is a very busy route and serves a large population of families, many in the lower income bracket. Please don't cut our route!</p>
<p>The 7 express commuter route is scheduled to be eliminated in 2014 due to low ridership. My family takes this bus to and from work every day. It is full every day, with mostly standing room only during the school year when students are utilizing the service. It would add another 45 minutes minimum to my daily commute if the 7 local bus is our only option. The 7 local bus is also extremely dangerous with volatile patrons.</p>
<p>Public transportation is a VITAL public service and should be treated as such. Seattle will never be even a 5th class city unless it solves its public transportation issues. We are WAYYYYYYYY behind other metropolitan cities. I believe that at least a portion of the problems Metro is alleging are a DIRECT result of mismanagement by people at the highest levels of responsibility.</p>
<p>I DARE Metro EMPLOYEES TO TRY THIS: (this is just one case and does not represent many of the complaints i have heard) Removing the 154 forced a Lady who doesn't drive to start using the 190(to do this she (64 years old who can't retire for at least 5 more years) must walk aproximatly 6 blocks to the Rapid A Ride wait for a bus to come Walk two to four blocks and hope that she makes it to the 190 in time) This is truely bad enough. Removing routes like the 190 makes it almost impossible these people to get into seattle in a reasonable amount of time as they have to take the Rapid A Ride to Federal Way Transit Center (this requires you to get there early so that you can stand in line for 20 minutes while every bus fills up to standing room only) or to the LINK light rail which takes 40-60 minutes to get to the LINK via NOT so RAPIDO A Line, then 30-40 minutes on a packed Stinky LINK.</p>
<p>It's no secret that the fewer people who are able to ride the bus will correlate to more people driving to work. Increased traffic, greater upkeep necessary for highways, among others. We aren't "saving" money by cutting back on Metro, we are just diverting the need for it to other departments. We should be making it easier for people to use public transportation, not more difficult.</p>
<p>I ride a vanpool several days a week, but I rely on Route 244 as a backup to my vanpool on days I have to work late. Please don't cut my bus!</p>
<p>We should not cut funds to Metro as my family uses Metro to get to and from work and activities, if we do not have this service then we will be stuck in areas and have to spend more to get a taxi home. We need to keep the extra tax on car registration to help fund Metro services.</p>

<p>Route 215 is listed as a priority 1 cut because low use. This may not always be packed, but for many it is the only option to get into Seattle. The proposal to use the 208 to get to Issaquah and then 214 or 554 to get to seattle wouldn't work. The 215 already takes about an hour to get to Seattle, I can't add an extra 15 to 30 minutes to my commute each day.</p>
<p>improve servece. make better transfers between 167 and 148 in Renton. do not delete 167 to UW hospital. No other way to get there from Fairwood area. Downtown Seattle options take twice long and not reliable. Stop relying on sales and property tax it's already the highest in the nation and you still do not have money for bus service. most routes in renton serve both renton TC and renton PR. that is a total waste of time and disel. consolidate this exact same transfer points so buses don't make extra loops to travel between the 2 closely located trasnfer points with exact same buses.</p>
<p>Cutting bus routes makes city-dwellers more dependent on cars. I don't drive and have no intention to drive, but if the routes get cut the way they are proposing, I'm afraid I'll either lose my job or have to move. After working a 9 hour day, walking home for an hour at 10:00pm just won't work. I can't afford to take taxis and I'm not always able to ride my bike.</p> <p>I know I'm not the only one so drastically affected by these cuts and I really hope there's a way we can keep the busses running. It's one thing to make fewer runs, but to cut some routes completely, or end service at 7pm is absurd. What about all the people who work later than 7pm?</p>
<p>I live in an area where there is only one bus to and from the city and my home. The bus that I lived near, and took at least 5 days a week for work, was completely cut last year and since have experienced longer walking distances (starting at 6 blocks) to different busses that were also cut and reduced with travel times. My bus now is threatened to run only once an hour and cut nights, which makes it hard to commute to and from work and shopping. Again, I stress that this literally is the only bus in my area to take me to work, and it is frustrating to know that it could ultimately be cut completely at some point in the future.</p>
<p>I ride only 167. all other options do not work because the trip will take 2h longer, I will have to stop using metro f 167 is deleted. I have no car, and my income is below \$15k</p>
<p>I rely on route 167 to get to work and my medical treatments that I can not get anywhere else in the region. There are no other transit options that can get me there non stop within 30 min. Route 167 is a life saver, please do not delete it. You can make it faster and more direct in Renton if it travels on Main Ave instead of Rainier Avd and skips the Transit Center loops. Most board and transfer at the S Renton P&R anyways as all of the buses operate at both the p&R and the Transit cener... and Main Ave is just a couple blocks away form the transit center anyways. All other options you offer are with transfers and take 2 hours at least... transfers require walking as buses do not stop at the same place downtown.</p>
<p>Try every option to fund transit at the state and county level before cutting service.</p>
<p>We should raise gas taxes to pay for more bus service. Tolling I-90 would be a good source of revenue as well. Increasing sales tax is a regressive tax and should not be considered.</p>
<p>The city and county should not allow the state to hold us hostage. Let's raise our own money.</p>
<p>My commute to work during rush hour can be anywhere from 20 minutes to 1 hour. If we keep depending on individual cars, this is only going to get worse.</p> <p>Also, there are many times I want to take the bus from Capitol Hill to the Pacific Science Center (to see movies generally) or visit friends in the Lower Queen Anne neighborhood. The only route that takes me directly there is the 8 route. However, this bus has NEVER been on time. I think more funding could provide more frequent service and perhaps an additional bus route here to make it more consistent.</p>

Funding Metro transit is a key component of maintaining a strong Seattle area infrastructure.
Urban space is the ultimate currency. Have you seen the space required by 100 drivers, bicyclists, and bus-riders? http://www.treehugger.com/cars/amount-of-space-required-to-transport-people-by-car-bus-or-bicycle.html
Lack of transit funding hurts everyone. Fewer buses means packed P&Rs and more cars on the road.
Seattle needs more money for bus service, not less. A cut will have drastic impacts.
Increase or maintain service for primary commuting routes. Commuters are the hard working citizens and they also happen to be the most regular and consistent customers of metro. When buses are always full and slow, you will lose customers. When you cut routes, you have to consider more than the savings, you have to also consider customers abandoning bus riding for other transportation because of the poor level of service. The bus needs to be convenient for commuters or else your most consistent customers will stop using it.
Metro should have been providing high capacity, high speed mass transit service all across the city and region by now... Even thinking about cutting service should be looked upon as a joke. Transit is one of the key issues in liveability and urban growth in Seattle right now.
I'm an employee at one of the many tech companies on the area and I enjoy not needing to own a car. I dislike driving and I can save money and time spent on finding parking by taking the bus. As an unmarried young professional, I have enough flexibility in my life and within my field that I do not need to live in Bellevue and contribute to the Seattle area economy. The idea of moving to an area with stronger support for mass transit becomes more appealing to me if and as Seattle area transit languishes.
If you're going to hold King County tax dollars and our own transportation system hostage for your constituents out east that we're subsidizing, just stop dicking around, stop taking so much of our tax money, and let us pay for public transit ourselves.
Metro Transit is a valuable lifeline for me as a city resident without a car. We should be working on expanding the hours of operation and boosting ridership numbers through more and better service instead of looking to drastically cut operations.
It's essential for me to take the bus to and from work. There is no parking for me downtown. It's difficult for me to get home in a decent amount of time and have a place to sit and I go home around 7:30pm. It's always packed then. That and it takes 15 minutes in the morning to work and 45 minutes home from work...
Cutting already crowded buses isn't encouraging.
Please don't cut 249
Dow Constantine is doing a good job trying to patch up the ship
With a rash of large housing developments in the downtown/capitol hill/south lake union neighborhoods, traffic in this city is only going to increase to outrageous proportions. We need more public transit to offset the increase in population density or else no one will be able to drive anywhere near downtown.
It's absolutely ludicrous that services are being reduced and/or eliminated. The commute is difficult enough as it is. Removing services will lower potential revenue for businesses, make tourism more difficult for out-of-towners, and generally make Seattle a worse place to live. The Metro needs more routes and times available in every instance. Nasty commute has made things more dangerous and hectic for everyone. This last year there were several instances of crime on Metro that made national news -- it's becoming an embarrassment, and instead of cutting it, we need to improve it.

<p>Public transportation is absolutely vital if we're going to keep Seattle livable. There are too many personal vehicles, and parking is becoming next to impossible in some neighborhoods, which stifles access to businesses and residences. We need to increase route frequency and extend train service.</p>
<p>Not everyone works 9-5, especially the lowest paid employees. Please do not cut the mid-day routes.</p>
<p>i need to use bus route 167 to get to my medical tratments. all other options take 3 times longer. do not delete this route please.</p>
<p>We are continually being asked to go "green," and of course riding a Metro bus instead of driving to a destination is the first thing that comes to mind. With the proposed cuts many riders will be forced back into their cars, thus adding to the carbon footprint. Even more disturbing, however, is the discontinuation of service for many on First and Capitol hills who do not have cars--the elderly at Horizon and Essex Houses and the many poor in these neighborhoods, especially those who need bus transportation to get to work. I urge you to reconsider this cut and to continue to make Route #2 from First Hill to Queen Anne available to the many who need it; the bus is nearly always full any time that I ride it.</p>
<p>Many routes are too slow and redundant, but not route 167! there is no other option to travel between Renton and UW Medical Center. transfer trips via downtown take about 2 hours and are not comfortable. I chose to live in Renton and work at UW Medical only because of this route! I can't afford to live close to work. we have so much redundancy in Renton, cut those routes instead. Route 107 is always empty, and so is 106. you extended 140 north, but it is empty as well!!! that's how all the money is wasted. 167 is always full and many people rely on it because they can't afford to park at UW facilities.</p>
<p>My bus route doesn't work every day, so on some days I have to take two different buses and drive to another park and ride, while we have one within minutes of our house in woodinville. It certainly creates a problem for our family, having four kids and being so busy. Thank you.</p>
<p>Please keep route 167. There no options under 1h between renton and uw medical center. The bus is full every day. If you delete 167, the 20-30 min trip will turn to 2h trip wotj transfers and extra walking.</p>
<p>I understand about the buget issue, but I believe that Metro should increase service or provide the same amount of service. When I ride the bus all of the seats are taken (standing room only) and folks do get turned away.</p>
<p>I am a resident in Ballard and in the past few years, there has been an increase in construction projects bringing many new condo and apartment buildings to the area. Population has and will continue to increase accordingly. Conversely, both local bus routes (17 & 18) were eliminated when the D line went live. For me, there is no local bus closer than 20 blocks to my house if I ride during non-peak hours. In addition, the 17x & 18x buses are packed like sardines during peak hours. With the new cuts, the two express lines will be reduced even further. In essence, there will be more people living in Ballard with less public transportation options. That just doesn't make sense. Please find a way to fund Metro! Without them, we have very poor public transportation options in the King County metro area. In years past, we have scrimped on public transportation... let's not continue the trend but make a difference now.</p>

<p>I ride the 935 or 260 buses to get to work in Seattle, Monday-Friday . Both are scheduled to be canceled which is very upsetting to those of us who depend on them in the Finn Hill (Kirkland) area. The 260 is always filled to capacity on every trip I've taken. And the 935 provides critical access to Bothell Way and Totem Lake. I think it's incredibly unfair to cut routes that are heavily utilized. It punishes those of us that actually use and appreciate Metro's services. I'm afraid that if our neighborhood only has the 234 route, the bus will be filled past capacity in the mornings and some parts of our neighborhood might be missed entirely. I only have one car for my family, so I cannot depend on it each day. I have to have reliable bus service. Please reconsider these cuts.</p>
<p>Please do not cut the bus number 265. This is the fastest way to get home for me, and I would really appreciate it if you could keep this bus and change the frequency. I would prefer to have a less frequent bus than to cancel this route. Once every hour would be alright too.</p>
<p>Please fund Metro! In my neighborhood, Ballard, there is sooo much new construction of condos and apartments... there will be increased ridership and since the D line was implemented, the buses servicing downtown Ballard and Sunset Hill have decreased. Buses are more crowded and there are NO local buses left. This will only get worse as the funding cuts take affect. Metro is an asset to this city with little public transit. Let's make it better, not worse.</p>
<p>Keep up a wonderful job!!!</p>
<p>Many people rely on metro. Cutting/Decreasing is NOT the way to solve this problem. We need to rally with our state lawmakers to pass metro funding.</p>
<p>Metro is cutting my express bus to my chemo clinic. It's route 167 between Renton and UW Hospital.</p>
<p>I need to use route 167 for my medical treatment. Cut funding for routes that duplicate and short. speed up service by making it more direct with less stops. connect buses in corridors as one route. implement income tax, corporate profit tax to fund public services. Not property or sales tax. No more regressive taxation, it's too high.</p>
<p>Keep route 167 between Renton and UW Hospital! there is no alternative until the light rails opens at UW hospital. You have no direct route to UW Hospital from downtown. 101/43 transfer will increase the trip from 30 min. to 2 hours. it's a shame that we pay the highest sales tax in the country to fund transit and patients and employees can't get to a regional destination without buying a car and paying for parking.</p>
<p>I have no other transportation options to get to school. Over half of my friends in college do not drive a car because they cannot afford the gas and insurance costs and so this is also their only option. I spend about 2 and a half hours on the bus every day. Please do not make my commute longer by cutting routes as waiting to transfer to my second or third bus already makes up about a third of the time. The number 5 bus is used by large numbers of people in my community and before the increased number of buses on the route this year it was often packed so tightly you could barely move.</p>
<p>Please fund the service on route 167 from Renton to UW Hospital. I use it for my regular cancer treatment. you can get funds from income tax and higher corporate profits tax, since the sales tax is not working anymore. I can't transfer downtown. You have to walk a lot between the tunnel and the street and the only bus to UW hospital from downtown is a slow 43, and a ride on 43 alone takes longer than the whole route 167 ride between Renton to UW Hospital.</p>

<p>Metro transit should be a priority for the city. It helps the disadvantaged, tourists, and the car-less capably navigate the neighborhoods. In order for Seattle to continue to develop into a world class city, accessible mass transit is a necessity. A highly developed public transit system is crucial to Seattle's ostensible commitment to being 'green'.</p>
<p>I ride the 29 every day from Queen Anne down to Pioneer Square (and back). The bus is almost always completely full--I cannot imagine how removing stops and increasing the time between buses would benefit the people of this city.</p>
<p>Please continue to fund Metro transit. Many people depend on it to get around for work, appointments, and getting around town. Cutting bus routes will harm the poor, increase the traffic, harm the environment (more pollution from more cars), and make our city not as easy to get around in for residents and tourists.</p>
<p>shocked to hear that you would cut transit to West Seattle while approving new multifamily projects on previously vacant lots.. How can that be true?!? The West Seattle Bridge is already a traffic nightmare, how many cars will be added from each of these planned projects? Are the developers being asked to contribute funds for traffic projects or transit? Do you have any sort of "capacity guideline" for this bridge, or any other, to simply say once we get to x number of cars per day in peak time the bridge becomes unsafe and traffic is too congested?</p>
<p>It is well understood republicans in the legislature chose other issues to focus on, to the point of special sessions being required, that did not include public transit. Without a resolution to the transit system's budget gap, there will be more congestion and pollution, and a reduction in jobs and quality of life. There is a lot to gain by funding a public good wisely. If you want some regulation upon how they operate, then have your say. If it is such that you want funding cut, then complacency with this will speak against you the same as publically standing against it.</p>
<p>I take bus route 167 every week day and is the only bus I can take without transfers. If 167 is cut, my commute goes from 40 minutes to 1.5 - 2 hours. I start work at 6:45 AM and have to wake up very early as it is. Cutting 167 means I need to get up at least an hour even earlier and get home in the evening at least 1 hour later than I do now. Additionally, bus 167 is usually full. Seems like there is no reason to cut this route.</p>
<p>Continued bus service is essential to citizens who do not own cars. Those with limited financial means have few other options. Metro cuts penalize the elderly, handicapped and the poor.</p>
<p>I live in the Arbor Heights neighborhood in West Seattle. After the cuts in previous years, the 21X is the only bus that goes through my neighborhood, and not only does it already operate at reduced times, but it is regularly delayed and slow on the northbound and southbound routes. It is ridiculous that this route - and as a result, effectively all of Arbor Heights - is completely cut off from service whenever there is any sort of reduced, holiday, or snow service. The next closest bus route is over a mile walk, along many streets with no side walk. It completely impacts my schedule and my ability to complete my commute and get to work on time when I can't count on metro to provide a bus for me during these times. I can cope with even fewer buses coming on these reduced route days, but none at all?! How is it acceptable to cut off an entire neighborhood in this fashion when there's an influx of bus route options serving other neighborhoods.</p>
<p>For the people dependent on it the cuts would hurt us really bad. The transit service is really good and I rely on it heavily.</p>
<p>Convenient public transportation is critical both ecologically, and to make productive life possible for lower income and aging people. It should be high on our city's priority list.</p>

<p>Metro bus service is a reliable lower cost commute option, without putting more money into infrastructure or using eminent domain to take property for monorails or light rail.</p>
<p>I take public buses to school in the mornings, and I know of many other students who do the same. If some of these buses are cut or reduced, the rest of the students and I will have to find alternative ways of getting home, which might not be for another few hours. Also the bus I take in the morning with several other people going to work at early hours looks to be reduced. I understand the needs for budget cuts and the economic stress caused by lack of funding, but the level of buses proposed to be cut or reduced is astonishing.</p>
<p>Metro needs to spend money to make money. I stopped riding the bus during the winter and now drive to work. I work a later shift and there is no bus to Seattle after 7:52 am. NO, I am not going to take the 150 milk run. I don't leave for work until after 8. No parking at the train station, no connector bus to get me to the train station from the Park n Ride and it's too far to walk in our bad weather. Left with no choice but to drive. Not everyone works an early shift. Add an express bus to Seattle at 8:15 or 8:30. You would have plenty of riders as the times that I did take the 150 it was packed the entire way with only 1/3 of the folks departing prior to downtown. To save money cut out a couple of the 150 runs and add an express to Seattle in the morning. PLEASE. I am tired of driving but can't tolerate the 150 as it just takes too long.</p>
<p>Yes - I think Metro is unbelievably, unconscionably wasteful and could do far more with less if the planners could be replaced with THINKERS. Your buses stop too often, making them slow and basically rolling roadblocks, your routes are too many and too complex and too often and too often your buses are as good as empty. They run in the wrong places, too, especially 226 and 245. Never seen bigger waste than those two loser routes. Contrived by transit planners, no doubt, they do no one any good (except Metro staff). Eliminate them and bring back 229. I hope and pray your agency loses all its funding. Anyrthing less seems to teach no lessons.</p>
<p>These cuts should not occur. They seriously affect a significant number of people I know, including myself. I will be unable to properly get to work and home in any type of efficient manner. You ask me to reduce traffic and pollution and take public transportation, and now you want to reduce that and hurt my ability to be conscientious? That is the exact opposite approach you should be taking. You should be expanding service and providing incentives for more people to use public transit. What kind of precedent does this set to our children? Public transportation should be further funded. The taxes levied against me should fund my ability to use public transportation. Raise the property tax. Implement a rich man's income tax in WA state. I don't care how it gets done, but by implementing this drastic reduction of service, you are hurting those who are the backbone if this economy and are going to further add to the growing traffic congestion. This is a ridiculous idea and should be taken off the table.</p>

<p>As the population increases in Seattle, it is natural that buses will become more crowded. Cutting bus lines will further impact this to levels that are not sustainable. Overcrowded buses make the entire system less efficient because you will have increased delays due to people trying to squeeze into buses (i.e., everyone move to the back, can we fit one more, etc.), there will be an increased potential for violent incidents (natural anytime you have frustrated people being forced to be in close proximity), and there is the potential for increases in bus maintenance due to increased strain on the existing fleet. There is also the potential that more cars will be on the road due to people who decide to no longer ride the bus and drive to work, thereby clogging our already flooded roads and freeways. A recommendation is to remove all seats on some buses, thus making standing room only. This will allow better distribute the crowds for a particular line, and may actually improve accessibility for those who are disabled. For example, if one line operates five buses and you make two of them standing-room only, you may be able to fit 50% more riders on those two buses, therefore, reducing crowds on the other three and allowing more access for those in need. There have to be better solutions to fix this problem other than cutting service. I only hope those in power will put aside politics and personal gain to develop creative solutions to this problem.</p>
<p>Why not streamline routes instead of eliminating them some routes overlap so why not stagger them, i.e. instead of 2 routes coming every 15 minutes, why not stagger them so one comes on the quarter hour and one come at the top/half hour. I feel like South King County is being marginalized yet we all pay the same Metro taxes.</p>
<p>Why not streamline routes instead of eliminating them some routes overlap so why not stagger them, i.e. instead of 2 routes coming every 15 minutes, why not stagger them so one comes on the quarter hour and one come at the top/half hour. I feel like South King County is being marginalized yet we all pay the same Metro taxes.</p>
<p>The severe cuts to the 12 route will negatively impact those who bus downtown and through the Central area from East Capitol Hill. I take this route from Northeast Capitol Hill and the 43 route is not helpful to me. I would be unable to bus to work and the many people I see who bus up to Capitol Hill from downtown who get off past 15th Avenue would be challenged as well.</p>
<p>Seattle is one of the largest cities in the northwest, but it's no secret that it has major transportation problems. I've lived here my entire life and I've watched traffic get progressively worse while our local government does nothing to improve it. The longer this continues, the more our economic development will be hindered by our transportation problems. If you look at any major city in the world, transportation has been key. Even San Francisco with all its hills has a functioning train system. If Seattle is ever going to develop into a world-class city, it has to figure out how to transport its citizens around in an efficient and timely fashion. In my opinion, the city needs to double or triple down on investing in transit, preferably a transportation system that functions outside of traffic. Defunding our already sub-par bus system is exactly the opposite of what we need to do and will only make matters worse.</p>
<p>I live in the North Admiral part of West Seattle and I see that the 57 is proposed to be cut, while also reducing service to the 56 and 55. I am concerned because these are the three routes that service our area. There are already a lack of buses later in the evening and if these cuts go through, this may change my transportation use. I may have to drive into work, which will cause more congestion to our streets and environmental impacts. I already think Seattle has a lack of public transportation and to make cuts makes me frustrated. Please don't cut service!!!</p>
<p>People who use bus transportation to commute are happier than those who travel by car. Politicians should work together to properly fund transit. If bus routes are convenient, people will use transit.</p>

Transit uses result in less congestion on our highways.
Run busses 24 hours like the NY City Subway. Me need better hours for service workers like me.
<p>Hello, I am working at the University of Washington and have been riding the bus 167 in the past 10 years. This is to protest your proposal to eliminate Route 167 express bus service that currently operates from Renton to the U. District on weekday rush hours. Elimination would cause tremendous hardship to the residents of King County that rely on public transportation to get them from home to their place of employment. It would also hurt their employers since the reliability of your service will no longer be guaranteed. The reasons for this are as follows:</p> <ul style="list-style-type: none">• Renton has a large population base and two (2) transit stations. The 167 express buses begin in downtown Renton and travel on I-405 and I-520 before crossing the Bridge. There are minimal stops and the bus is usually 75% to 100 % full of students and University, Health Sciences Center or Medical Center staff. It is a fast, popular and convenient method of public transportation between two (2) major hubs. Most of the students, staff and faculty are required to be at their posts by specific times and cannot be late. The 167 service provides that.• There is no satisfactorily alternate bus route. The 560 meanders through the residential areas of Bellevue to the Transit Station where you have to change to the 271 that goes through heart of the city stop lights and follow the Medina school buses. This adds at least one (1) hour to our commute time. The 111 originating in Lake Kathleen goes over the I-90 Bridge but getting a bus from downtown Seattle to the U. District takes even longer.• It is unreasonable for students and workers to use their personal automobiles and pay a toll of \$6.00 and \$15.00/day to park on or near campus. No "green city" concept!• It is appreciated what economies Metro has taken due to sales tax reductions but it is felt that route #167 should not be eliminated totally. If necessary, please leave at least 2 routes in the morning and 2 routes in the evening. The bus is usually full with staff & students that sometimes we don't have enough seats on the bus. <p>Thank you for your consideration!</p>
<p>Yes, if Seattle wants to be carbon neutral in the future, bus service would have increase instead of decrease. Also, a fare increase of 5\$ per monthly pass should make up for some of the gap. Finally, Metro should work with city planning so that density increases in the city. When bus services are cut, more people drive, then there is more pollution, more accidents, more health problems. Metro saves money, however, the city wide economy losses money.</p>
<p>Metro services are essential to King County. It would cripple the region if bus service was cut back. Seattle/Bellevue couldn't support the amount of additional parking if employees had to drive to work, our current gridlock would become a nightmare, not to mention the air quality when additional cars are added. This is an essential service. Please find a way to come up with the funding.</p>
<p>Infrastructure is not intended to be profitable. Bus service is transportation infrastructure. Cutting it will increase other costs including wear & tear on roads, greater traffic congestion, greater demand for parking in cities, and more rush hour accidents. Cutting service has never been a way to reach profitability or increase a customer base.</p>
<p>Raise prices so that there will be more funding to support the much needed public transportation.</p>

<p>I am a daily route 167 rider. I am shocked to learn that route 167 is on the list to be deleted. My observation based on daily ride on this route is that it's standing room only by the time I got on at Newport Hills Park & Ride. I would estimate that about 60% of rider are UW students most of whom could not afford to live on campus. The remaining are either work for UW or surrounding businesses in the University District.</p> <p>So, if the funding is cut and forced route like 167 to be deleted, it will adversely impact these students, UW staffs 's productivity and quality of life.</p>
<p>Please do not cut the #12 bus. My daughter attends school in that area and we both take the bus together. It helps us keep our car off the road and allows me to continue to work as a single mother!</p>
<p>More 161 routes need to be added, not deleted.</p>
<p>I don't feel like the 306X and the 72 metro routes should be eliminated. Everytime I get on one of those buses they are packed and most people end up standing. Please keep those routes in place!</p>
<p>For the past 27 years I've been riding metro to downtown Seattle 5 days a week. This is very important to provide a service so we have options to not driving everyday. If the service is drastically reduced then I have no other option to drive everyday which puts more cars on the highway. I know there are issues with funding, and I understand the need to revamp the current system. But also want to have options as to how I get to work everyday.</p>
<p>Decreasing service is an utterly ludicrous idea -- we need to ENCOURAGE increased use of public transportation, NOT encourage having more cars on the roads. Why is common sense such a rare commodity in Metro's leadership?</p>
<p>As a medical student at the UW School of Medicine, I depend on King County Metro at least twice EVERYDAY to get to/from my med school classes and/or work at the hospital. I currently live on 15th AVE NE and I know that many of my medical school classmates do as well. Countless undergraduate students attending the UW also live on or around 15th AVE NE and depend on the bus services to get to school. However, being in medical school adds other challenges that undergraduate students might not face as our classes start and end at varying times weekly and we often have activities that run well into the evenings. If route 73 were changed as proposed, many students would be without the vital transportation that we take to get to school everyday. Although route 373 provides service to the area where the proposed changes to route 73 would cut, route 373 makes very limited trips south in the AM and north in the PM. With the proposed metro changes, it would make a difficult medical school career even more challenging. I realized that there are constrains on King County Metro's budget, but I propose that instead of changing the bus routes so that it no longer provides service to certain areas, the buses could be changed to arrive less frequently so that at least there would be a way to get to/from school. I speak for a lot of students and other community members when I say that we would much rather wait longer for a bus than to not have bus service in an area at all or to take 2 or 3 transfers to get to where we need to be. Thank you for your time.</p>

<p>I have been riding buses in Seattle since 1967. I lived primarily in Pullman until 2001, but started renting a second home in 1974 in South Lake Union and later bought a home jointly with my son in 1978 in the Central District. During most of these years buses were my only form of transportation. I own a car, purchased in 1989; for environmental reasons I continue to ride buses. In 24 years I have driven a total of about 36,000 miles. I spent nearly 5 years looking for a house to buy that would be close to a bus line that served the destinations I go to most often: downtown and Seattle Center. The #2 is my primary routes. I also use #'s 3, 5, 8, 12, 48, and 522. I am 83 years old and disabled, but not disabled enough for Access. I used to use 174 or 194 to the airport, but now I have to get friends to drive me (or take a taxi) because I cannot walk from the "airport" sound transit stop tot he actual airport. Within the airport I have to use wheelchair services to distant gates.</p>
<p>If Seattle - and the region - wants to be a great city and if it wants to take care of it's poorest and neediest, public funding for bus service is essential. You have limited taxis and for hire cars, now you intend to limit buses. This is poor judgment.</p>
<p>I am currently a resident of the Georgetown neighborhood. I recently moved from Upper Queen where there are more than 6 (if not more) buses that travel off and on the hill, which provided quite a few options to the downtown area. Moving into the Georgetown neighborhood I was shocked to find out that there are only TWO buses that go to the downtown area (124 and 106) and are usually packed to the fullest at rush hour times. I am concerned about the purposed changes to the 106 & 124. The purposed cuts would significantly affect my ability to commute by bus to and from work. Please do not cut the 106 or the 124. Please keep the 106 running through Georgetown.</p>
<p>I live in Upper Queen Anne and often take the bus to the Central District. Your cuts to the #8 and #4 has made it impossible for me to reach this area without taking more than 3 buses. There is no direct line from Downtown Seattle or Queen Anne to the Central District. What are you trying to do? Your bus cuts have a racial element and I've seen this before IN THE RACIST SOUTH! You have essentially cut off historically black neighborhoods (Central District and Rainier Valley) from direct access to Downtown Seattle and the Queen Anne area. You are disgusting! But I don't plan to let you get away with this.</p>
<p>These cuts are absolutely, unquestionably disastrous. I urge to to find a way to continue or INCREASE funding to public transit. For health, safety, businesses, and sheer quality of life, public transit is essential.</p>
<p>The proposed funding cuts will produce important externalities, including increased traffic congestion, losses in worker productivity & negative impact(s) to the environment. We need to think creatively about how to address the funding shortage to ensure that current service levels are maintained.</p>
<p>Maintain the same level of service to Bellevue College.</p>
<p>Cuts to metro can be devastating to many of the least powerful and those with the fewest alternatives. Haven't we invested ENOUGH in highway and parking improvements that largely serve private automobiles???</p>
<p>Stop de-funding bus service. Don't let state level politicians dictate the funding for metro bus service.</p>
<p>If Seattle wants to be a world class city we need MORE buses and MORE bus routes. Its crucial to our quality of life that we reduce car traffic and make it easier for people to take public transportation.</p>

<p>1. Buses (5 and 5X) and (358 and 358X) are packed in morning and especially in the afternoon; so packed that they are skipping stops. Discontinuing the Express buses and making them less frequent will worsen the issue of transportation in this city.</p> <p>2. Rapid-Ride lines -- gate people through the front doors to assure tapping of ORCA cards and payment. Drop the tap stations.</p> <p>3. Link-Rail -- Either put tap stations at the platform level or on the rails.</p> <p>4. Make Fare-Enforcers into Conductors that collect fares (tap cards) and hand out citations.</p> <p>5. Rapid Rides like the D have stupid starting points -- they do not have locally available full day transit parking. The D's sit idle and empty next to QFC because there is no place to park.</p> <p>6. Increase fares, but do not make it worse by cutting services.</p>
<p>I come from the East Coast and see Seattle as really having a chance to get growth right, unlike on the East Coast where we already screwed everything up. Sustainable growth means density and transit. Anything that encourages people to rely on their cars is a big mistake. People who drive should finally be asked to pay the true costs of their choice through tolls and taxes with the money going to transit and other sustainable infrastructure.</p>
<p>During peak hours of the day, metro buses are already over crowded with commuters. Cutting routes will put those individuals on buses that are already at capacity. Many times, I've had to wait for the next bus because the driver couldn't safely take more passengers. The overloading, to me, is already a safety concern due to lack on visibility for the driver, and in the event of sudden stops or a type of accident, those standing could face serious injury. Also, I rely mainly on transit to get to different areas of town. There is already a lack of timely service to get between neighborhoods, such as capital hill and fremont. An increase in public transportation time may cause people to drive rather than take the bus, which does nothing but increase congestion.</p>
<p>I feel that the busses already run too little late night, i spend 45 minutes in the freezing cold waiting for my bus transfer at night. I get out of work at midnight because i work in retail as i know a lot of other people do as well. I take the last 41 and 150 to get home at night. If those buses should stop running as late as they currently do now, i would have to quit my job.</p>
<p>It's only appropriate to provide the population who's lives will be directly impacted regarding any changes made locally. Especially when the changes effect ways or prevent them from dutifully contributing to society by getting them to work on time or performing regular day-to-day functions. How was it determined or decided which study or pilot program would best serve as an accurate way to approach those reductions? Considering that not every metro commuter has access to the Web. ADA commuters included. Have any reported efforts of Outreach, successfully manage to equally represent any population accordingly? Historically, what percentage of responses is geographically valid in for accurate reporting? Thank you. poima</p>
<p>anything but property taxes.</p>
<p>Transit should be at least maintained</p>
<p>Metro transit service is a great necessity. Never should eliminate Route 167 which is a commuter bus and lots of students and employees use to go back and forth to University of Wash. If reduced, there will be lot of vehicles on the road.</p>
<p>None, other than please do not get rid of the 25 bus it's so useful!</p>

<p>I viewed the proposed rout changes and see a big problem with providing access to those in the Lake City area of Seattle. I take the bus to work 5 days a week. Right now I take 2 buses each way and if I have to work late, I often have to wait up to an hour for the second bus.</p> <p>The routs I use that are being cut and changed, are the 72 and 73. Cutting the 72 completely, would mean that I have to walk (sometimes at night) to and from the 73, however, the part of the 73 service rout that is being cut is what accesses the North end of Seattle! Basically I am looking at having to take 3-4 buses to get to work and it will take over an hour.</p>
<p>I think it makes sense to fund more Metro transit. There is clearly a serious traffic problem in Seattle. Having a better transit system will help take cars off the streets and improve the quality of life for all Seattle residents, as well as improve the experience that visitors to our city have.</p>
<p>What are you doing with the fares being paid by the riders? Why are these funds not paying for the service? Are fares being paid to executives and consultants rather than mechanics, drivers, and buses? How about the consultants you are spending money on, take a bus? See how transit works. Get on a crowded bus. Stop taking cars and car services.</p>
<p>Please don't cut our bus service. Our entire family depends on Metro bus service EVERY DAY to get to work and to get to school. I am willing to pay more through taxes to preserve our existing levels of service. Metro bus service is such an essential part of our city - we need to maintain current levels of service in order to preserve mobility (I shudder to think of the needless traffic problems that will result from bus cuts) AND it's essential to our city's economy. Major employers - like Amazon, Boeing, and University of Washington - depend on Metro to get employees to and from work. I value the service I receive from Metro - it is a well run, efficient system. Please maintain (or increase) levels of service. In particular, please preserve the # 8 between Capitol Hill and Jackson Center. Many students and Amazon employees rely on this segment of the # 8. Thank you.</p>
<p>I was married to a Metro employee. They are overpaid. Of course, I didn't argue when the paycheck came home, but really the union has a choke-hold on metro. Benefits are top-notch and wages are high for the work. I have a Masters Degree and don't get the amount of pay my high-school only educated spouse makes. I know they 'put up with the public' but hell, 80% of jobs people have to 'put-up with' (or one should say 'serve') the public. Metro employees are whiny and again I'll say "overpaid" in both wages and benefits. Don't cut service.</p>
<p>I would ride the #25 every day if you hadn't decreased service to once/hr. and eliminated weekends. It isn't feasible to get to/from work & fulfill family obligations using the bus when it is so infrequent. I'm very sad because we chose our home based upon the availability of this bus route. I work at UW where parking is a nightmare and now there will be even fewer transportation options.</p> <p>It really seems short sighted to be cutting any bus routes. I wish that you would resume the previous schedule (every 30 min. + weekends) for the #25 route.</p>

<p>I am concerned that Metro officials have not passed an alternative tax/funding source to maintain (and increase) Metro bus service in Seattle and throughout the County -- since it seems clear that the Legislature is not going to pass the tax alternative which officials continue to hope for.</p> <p>I am very tired (at age 95) of having to continuously fight to maintain my Bus Route #2 service on Seneca to downtown Seattle. Metro transit planners appear to be using the current funding crisis -- once again -- as an excuse to force me and all of the other very elderly and regular bus riders to have to make the trek from Seneca to Madison. Bus #2 is one of the oldest and heavily used bus routes in the entire system -- and NO CHANGES should be made. The Seneca bus route corridor across First Hill is the MOST HEAVILY RESIDENTIAL AREA ON FIRST HILL -- and is relied on and used by MANY elderly as well as disabled residents.</p>
<p>I take the bus from Kirkland to Capitol Hill and back every day to get to school. As a high school student with no driver's license (and no regular access to a car once I do get one), it will be a significant inconvenience to my family if/when service is reduced, as both the major routes I take are being cut. Since I don't go to a public school, I have classmates from all over King County, which means the cuts are affecting several of my fellow students.</p>
<p>Please do not delete the 158! I live in a neighborhood near Lake Meridian, and the only other bus I could take is a mile away! I'm not in good enough shape to be walking a mile everyday! Please don't take away service in the neighborhoods near Lake Meridian!</p>
<p>Metro has worked well for me, enabling me to get to a grocery, doctor, volunteer opportunity, swimming, library, coffee shop, and shopping as an 86 year old. Drivers and passengers are quite courteous.</p>
<p>I'd pay more to ride the bus rather than having my route deleted.</p>
<p>Mass transit is an essential public service to cities, especially in this time of, paradoxically, both economic growth and economic uncertainty. Seattle's tech and biomedical industries are bringing in more residents, at a time when the city also has many residents who are homeless, jobless, or both. As someone who grew up here, moved away as an adult, and then came back, I strongly feel that Seattle's infrastructure, particularly regarding transportation, has not kept up with its population growth or done much, if anything, to support those in lower income brackets. The income disparity is growing larger every day, and it's vital that the city keep services, such as reliable mass transit, for those who have fallen behind or who are struggling to stay (barely) ahead.</p>
<p>Bus service is vital. Irreplaceable. Must be preserved. To cut service is ultimately penny-wise, pound-foolish.</p>
<p>As a Senior Citizen residing at Horizon House, I use the bus...Route's 2 & 12 specifically... to get to various places in town where it is difficult for me to walk.</p> <p>I also have family in Bellevue where the bus is a huge help.</p>
<p>I think it's important to remember that King County Metro is a necessary public service that many people in the region depend on. In an ideal world, service cuts should be made when ridership does not require it--not when funding is unavailable. These major service cuts would have a significant negative impact on people throughout the region. Public transit is a public service--not a for-profit agency. Don't punish public transit users by forcing KCM to take away a large portion of their service. Step up and fund or support your region's residents.</p>
<p>We need to cut back on traffic not increase it with more cars on the road. I used to be able to take bus 121 and be downtown in a little over 1/2 hour.</p>

<p>Do NOT cut bus service to West Seattle. We were promised increased service with loss of the Viaduct. I bicycle to work almost every day but on days when I must take the bus or drive it takes forever to fight through traffic. I only live 5 miles from my office next to the stadiums and I am consistently faster on the bicycle than taking the bus.</p>
<p>Politicians need to get it that public transportation is crucial not only to reduce congestion & air pollution & serve folks in need but also to save our seafood/fish industry from ocean acidification due to climate change. It is absolutely MIOPIE to reduce funds for it.</p>
<p>The proposed cuts in bus service are completely unacceptable, and will leave people stranded. Reducing the 14 to "before 7pm" would render me unable to get home comfortably after a long day of work. And my schedule is relatively regular! All of the buses that make my life manageable without having to own a car are being severely cut (14, 4, 8), and this is simply unacceptable. Please do the needful to keep a healthy public transit system. The health and quality of a city's public transit system is a great indicator of the health and quality of the city itself.</p>
<p>I depend on the #27. I live at 15th and East Yesler Way. This route has already seen reduced hours and has changed from a #25 downtown to a #33 which means I have to transfer once I am downtown. I could walk to Jackson and take the #7 or #14 but the #7 is a dirty (physically) and crowded line and I don't like to ride it. I don't like to walk the three blocks in the dark either. The #27 is vital. Please don't eliminate it.</p>
<p>I'm concerned about losing funding for the senior citizens and those, like me, who don't own cars. We are dependent on the buses and cutbacks can make it hard for us to get around the way we need to.</p>
<p>I am writing to deeply protest the closing of the 26 Route. I live on 36th near Wallingford. The nearest shopping centers for food, pharmacies and such are at Wallingford Center, at Wallingford and 45th, or the Fred Meyer on NW 45th. If I am buying heavy groceries, say a gallon of milk or God forbid, dogfood, I have to take the 26 to Latona and transfer to go across to Wallingford. This is already a big hassle to get to what is essentially 10 blocks: I think there should be a route that goes up Wallingford, from 35th to 45th. If I decide to go to Fred Meyer, for my return trip I have to take the 40 or 28 to Fremont and transfer to the 26 and walk a couple blocks to get home. If the 26 is removed this means that people in my neighborhood will have no public transportation to help them carry heavy loads of groceries etc., let alone a convenient bus for making trips downtown. I have long thought the 26 should be improved, but hearing that you are considering cutting it is just leaving a lot of people without transportation.</p>
<p>I am concerned as citizens we are urged not to drive, but to take public transportation. Yet service routes/frequency of routes is being threatened. Changes in routes, elimination of routes and decreased frequency contribute to a diminished quality of life for individual riders, a fact which I feel may get lost in the discussion and decisions being made.</p>
<p>Route 4 is heavily used by workers and students alike. The 4 is vital for keeping these commuters from using private vehicles. If the 4 experienced a reduction in stops or available times, the 211, which travels a similar route, should stop on 23rd Ave and Jackson St, where there are many commuters.</p>
<p>Do not increase car tabs. Increase the bus fares.</p>

<p>Access to daily necessity by public transit is what in many ways makes and shapes a city. Without this accessibility a place cannot truly be urban, it cannot support the lifestyle that brings people into our city nor does it allow for our city to continue to grow in a sustainable means away from relying on our personal automobiles.</p> <p>The daily frustrations that it would cause to lose this transit funding to all Seattlites whether they use public transit or not is stupendous. Traffic in this city is getting worse by the day and these cuts would great exacerbate that problem making the streets unsafe, the air filthier and our residents less financially stable.</p>
<p>Please don't cut metro - it's essential for low income folks to get to jobs, to services, and I, as an elderly person, use it constantly to get around. raise fares a bit if you have to, and lobby the legislature, but don't cut this very "green" service. Those who have cars will drive too much, and continue to alter our climate.</p>
<p>I think it's okay to raise ticket prices, particularly if there are more ways for lower-income people (something like up to 300% of poverty level) to pay less. Also, please do more to incentivize businesses to help pay for passes.</p>
<p>I'm currently an UW employee. My only transportation to work daily is rely on the bus that I take daily. Esppecially the bus that I take to work daily is a commuter bus and it is totally full daily. Cutting funding on the public transit should NOT be the solution for a developing urban city. Cutting bus services which means there would be more cars on the road. The traffic around this region is already bad enough, cutting buses would make the traffic worse. Instead of builidng more roads to accompany more cars, as a developing city we should promote more public transit instead of cutting it. Putting more cars on the road, would have far more impact on the environment than just the congested traffic on the road.</p>
<p>I am doing what the city wants by taking the bus and walking the rest of the way. By keeping my car off the road, I am doing my part to reduce pollution, car traffic and parking problems. How can the city/county possibly think that taking this form of transporation away is going to help meet these objectives? As it is, with all the time wasted for late buses, my commute is 20-30 minutes each way, where it would take me only 10 minutes to drive. I think I am making my share of sacrifice.</p>
<p>My girls need to take the bus from Kirkland 70th street park an ride into Seattle EVERYDAY to go to school and home EVERYDAY. If you cut our buses 277, 265 we have to change schools, NOT FAIR AT ALL</p>
<p>Please be more transparent. Over communicate including web and TV (community). Please establish some metrics that help paint a picture of cost versus value. In this context, I am unclear to the efficiency of metro. It would be great if leadership could be more than talk but could establish a rapport with the communities AND present non-partisan data and models (economic growth, convenience, etc)...</p>
<p>the bus #2 from Capital Hill to Queen Anne is under consideration (again) to be cut. The is one of the buses that I and my family most often use. We are committed bus riders, and this would greatly limit our ability to bus instead of drive. Kids regularly use this line to commute to schools in the area and seniors use it for medical appointments on the hill. It would be unfortunate to lose this link to the center of the town.</p>

<p>First, it is easy to just cut service when faced with budget challenges, and that is just not right. Competitive businesses face challenges on costs while providing great service and have to figure it out, the same spirit of entrepreneurship and creative ideas needs to be present at King County Metro! Quit saying "raise prices or revenues or cut service, find ways to do what you do today more efficiently! Act like a competitive process, not a government agency that can threaten to reduce services if they don't get their way. Look at what your cost per served customer is compared to the best systems in the country -what have they done? where are opportunities to reduce costs? Have you looked at "split shifts" like a competitive company would do to handle the volumes during rush hours without paying wages during slack times?</p>
<p>We need a stable funding source for bus service. I take the bus every day. My main bus (167) is scheduled to be cut. It is the only Metro bus that goes along 405. Please save this bus and other bus routes.</p>
<p>The current metro service has reduced how often I drive and is saving me \$100s of dollars in gas and parking. I think public transit is very important to Seattle and should be expanded to help the city grow. Seattle doesn't have enough roads to handle all the new workers coming to and from the city and public transit is a great solution.</p>
<p>Increase taxes or fees to raise revenue.</p>
<p>You are cutting my only way to get to work. I am beyond frustrated and now have no way to get to work to support myself. Do not cut the 372 beyond UW. People use it to get to work so that they may be able to pay their rents.</p>
<p>With the increase of traffic on the major highways it makes sense to increase metro buses and therefore reduce traffic on the freeways. State funding should find a way to improve their distribution and make funds available for the bus services of the state. The state should reduce in other free giveaway, I work in the state hospital (Harborview Medical Center) and see way to much funds that are given away by the state to new immigrant, illegal immigrants. This money should be made available to the population of the state that works and contributes to its well being.</p>
<p>Ride a bus into downtown Seattle on a work day and see how many people depend on Metro to get to work.</p>
<p>Without the #12 route, my mother will not be able to get to her doctors on 1st hill (can't walk long or take multiple buses) and I won't be able to get to work at Swedish easily. Please don't cut out this route, can you just have the #12 run less often?</p>
<p>Please do not restructure the Route 50. This route has been in effect for only a little more than one year. Metro needs to give this route a chance to prove itself. I see positive ridership changes since this route was implemented and it provides a valuable cross town option for many West Seattlites who were previously forced to go north into downtown Seattle in order to transfer to destinations west and south of our West Seattle peninsula (SODO, Beacon Hill, Columbia City, Georgetown, SeaTac, Kent, Renton, Tacoma, even Olympia). Eliminating the Admiral and Alki end of this route will require much longer commutes and multiple transfers for the residents of these areas. Alki and Admiral districts are two of the densest neighborhoods in West Seattle and need to be served by transit. I have observed most eastbound Route 50 riders from these neighborhoods do not transfer to the Rapid Ride at the Alaska Junction but continue on to other destinations and transfer points outside of West Seattle.</p>

<p>I close enough to work that driving doesnt make sense nor can afford/find parking near my workplace, but far enough that walking is inconvient. I almost never use my car except for weekend trips. Using public transit is affordable for me and reduces emission, carbon footprint. Removing the 26,28 will have a significant effect on my day-to-day commute. These buses are always overflowing and I stand in the bus everyday. These bus routes should run atleast during peak hours till downtown if not further.</p>
<p>I ride the 12 every weekday to downtown. Since I live close to Aloha, my stops are on 19th. I am very disappointed to hear that the route may no longer turn on 19th. This will have a definite impact on my commute every day. Please consider keeping the 19th stretch - even if only during high volume times.</p>
<p>how about instead of more TYPES of transportation (like the new broadway streetcar) we improve or maintain our current transportation? Not sure if those building the streetcar are connected with those in charge of Metro, but they should be! One bus route could do what the streetcar is attempting to do, only it wouldn't involve a year of construction. The city is attempting to make driving harder (less parking, high rates) and yet making it HARDER to use the public transportation.</p>
<p>Have more law enforcers by 3rd and pike and 3rd and Virginia. I never feel safe around those areas with all of the drug deals that occur.</p>
<p>Metro buses are a necessity for a large urban and suburban area like King County. Considering what it would cost to add the necessary roads for everyone to have and drive a car daily in this area, Metro seems the more economical choice. However, Metro should also look at things like the salaries of it's executives before looking at cuts.</p>
<p>King County Metro has just awarded my company to commend our office for increased use in metro service. I switched from driving to riding the bus to support the idea of using more bus services than driving. However, continuous reductions and cuts in services seem to discourage riders to use the bus services. I understand funding is limited and I am willing to accomodate a different schedule with less frequent service and fewer stops. However, cutting service to a bus route entirely is rather a big change. It will increase my round-trip travel time by 1 hr every day, on top of my usual 2 hr commute (Route 265). The previous reductions in service has already resulted changes in my work hours (thankfully my employer is flexible) and a longer walk to my bus stop (I can accomodate). However, entirely cutting the service will cause a lot of inconvenience and I will likely switch back to driving as I cannot afford such long commute time every day due to my long working hours. With to the limited funding, which is unfortnate but we understand, I really hope Metro can consider reducing bus services instead of cutting the service entirely.</p>
<p>I know that several of us will be willing to pay somewhat increased fares if that is necessary to keep the buses going. Some of our routes are getting cut that we use everyday to commute to work. That would have a very big impact on our everyday life since we use public transportation and do not even have a car.</p>
<p>I am deeply concerned about the proposed cuts to service, not only in my neighborhood but out in the county. More and more of the affordable housing is being pushed out of the city core where transit is limited. We need a strong county Metro system and that transit system needs to be part of an integrated regional transit system.</p>
<p>Increase funding to all king county especially to West Sesttle!</p>
<p>Not acceptable to decrease bus service in central Seattle neighborhoods.</p>

<p>Funding transit is a no-brainer. Anyone who thinks that every dollar cut from transit services is not going to result in more than a dollar spent elsewhere is clueless. We bought our house with transit routes in mind, and we're not alone. The economic development activity in Columbia City tied to strong transit is immense and shared throughout the city. I'm currently commuting to the University of Washington via light rail and bus, or bus directly, every weekday. The 70 routes from downtown to the U District are standing room only every morning, we often have to leave people standing in the bus tunnel 2-3 stops from the beginning of the route because demand outstrips supply. The added societal costs of diverting a percentage of those riders to single car drivers is an economic nightmare borne disproportionately upon people who have the least resources to deal with it. The environmental costs of adding more cars to the road for the same amount of transportation is plain stupid. The cost in lives lost because of more accidents on the roads shouldn't be ignored either. Choosing to allow these cuts to happen will also increase road maintenance costs, probably offsetting savings from reducing service substantially.</p> <p>Bottom line, this is a really bad idea. I know that the state has been struggling financially, but this isn't a solution. Thriving communities need strong mass transit. Please support Metro.</p> <p>Thank you, Andrew S. Fuller Seattle</p>
<p>We'd like route 2 to continue to change to route 13 to ensure the safety of the large group of kids riding the routes. My son takes the #2 home from school.</p>
<p>Many times, the buses I ride are too crowded and some people cannot get on at the later stops because there is no more room on the bus. Also, it is difficult to make transfers and make it to classes on time with the cuts to the number of buses running.</p>
<p>Traffic congestion is affecting our decision to remain in Seattle. Fast and effective metro service would affect that decision. Cuts seem to be the exact opposite to what is needed. We are particularly affected by Route 8 from Madrona to Seattle Center (Bill and Melinda Gates Foundation)</p>
<p>A metropolitan city relies on its transit to function. Seattle has always been that way - without enough buses, traffic will become intolerable.</p> <p>When I first moved back to Seattle three years ago, my car died, and I opted to not replace it due to the accessibility of our bus services. I'd much rather continue to support Metro than purchase another vehicle, especially if we can work on ways to make downtown more pedestrian friendly.</p> <p>I'm frustrated that King County can't raise taxes more, especially on the wealthy, to accommodate for its needs.</p>
<p>Do not cut service on the #14 bus. It serves school, disabled and elderly people.</p>
<p>Bus options are essential to moving people around the County. We complain about things like traffic congestion, driving while under the influence and other issues, however, we MUST offer viable alternatives to people to avoid getting in their cars. If Metro cannot conveniently take them from point a to point b, the number of people using Metro will continue to decline as more people take to their cars again.</p>
<p>Use every possible resource to fund increased bus frequency.</p>

<p>In my instance, 192 is cut as well as the 158 and 159. There are not many options. I had a direct ride into town with people that went to work every day. Along that route you have eliminated access to the Park N Ride off of Military Road and Kent/Des Moines Hiway. You are asking us to walk further to catch a 177 bus and be dropped off further on an on ramp to the freeway - A very dangerous situation. Now, I guess I will have to take the one local bus all the way to Kent, and then catch the Sounder - out of the way, or my other option is the local bus, the rapid ride A, the link light rail. 3 changes as there is no parking at the rail stations after 7:00 a.m. The idea of standing for a 40 minute ride home in the evening or in the morning due to overcrowding of the bus is not productive - it's also a lawsuit waiting to happen if there is an accident and people get pitched and tossed around. I'm not disabled, but my balance is not as good as it used to be. You need to have more buses, more routes so there are less cars on the road.</p>
<p>My name is Mike Sprouse, and I work at Virginia Mason. I commute to work via route 303. I support current efforts to: 1) authorize increased local funding for transit, local roads and transportation; 2) increase state funding to improve transportation, highways, roads and bikeways, and 3) seek additional ways to help fund the state's transportation needs.</p>
<p>Yes, when the 26 to downtown is replaced by the 16, can you go from Stone to Troll to Fremont and then down to the Fremont bridge? It already has bus stops/signs and will stop in front of where the old Peet's used to be. If you go down 34th with the new 16, it can't stop before turning left onto the Fremont Bridge: that one lane is blocked a lot and bike lanes squeeze the area. Thank you</p>
<p>Please don't CUT routes that take commuters out of the cars and ease traffic!</p>
<p>Public transit encourages development and is an economic engine for the entire Puget Sound region. Reducing funding makes no sense and will make it more difficult to live in the city of Seattle.</p>
<p>Rent prices are already way too high in Seattle, commute times continue to grow; we need the bus to run more often to enable people to get to work and enjoy Seattle.</p>
<p>The health costs to our air pollution due to transportation sector is much larger than any investment we make in Metro transit. In 2009, the WA State Dept of Ecology estimated 1,100 deaths per year due to air pollution. Including the value of a human life, that is \$5.5 billion dollars a year! We need to invest in protective measures like mass transit to save money later. There is additional costs of roads and time spent in traffic that continues to far exceed the small costs of our mass transit system.</p>
<p>More money for West Seattle.</p>
<p>As our neighborhoods are zoned and developed for increasing density, our Metro service is not only being cut - but in some cases deleted. Also, some neighborhoods do not have a viable Park and Ride option that would give us flexibility in facing decreased service. I am very concerned that a robust transit system is a vital component to a growing and developing city. However, the proposed cuts are shortsighted and have a negative impact on our neighbors, our seniors, and those who commit to "one less car".</p>
<p>The bus tracking systems are spotty at best. If you would have more accurate tracking (time) and make the systems more reliable people could be more confident to catch less frequent buses.</p>

<p>It's ridiculous that those of us who are trying to reduce our commuting by car have to face service reductions which make taking the bus even more inconvenient than it already is. If anything, we need more service, not less. The buses that service my neighborhood (Magnolia) are packed to the gills already during peak times.</p>
<p>Cancel or cut back the 358. Way way too many buses and no one uses it!! Increase the express routes and cut back on stops. People can walk a couple blocks between stops, its ridiculous how many stops there are on each route. I've lived in Boston and NYC and these routes need to be revisited for efficiency. There's a lot we can do to make better service with what is already existing</p>
<p>Safe, efficient transit should be a priority for King County.</p>
<p>Please consider keeping the 25 bus through Montlake - it has been an invaluable service for me and family for over 10 years and I know - the only means of transportation for the many seniors and students and downtown workers who normally would have to walk up to six to seven blocks to catch other buses (especially as the bus moves into Montlake and portage bay) as the neighborhood ages, we in this community will rely in this more and more to get us out of this rather isolated part of city out into the world not only for work and school but for basic services - like groceries etc. Thank you 15th and Boyer</p>
<p>I am very concerned about removing the 57 as the only source of service to Genesee Hill. West Seattle is increasingly populated with people who have no parking places and we have no park n ride lot either. So, with the cut of the 57, all of us on this hill will have to drive to the junction or Admiral Junction to take the bus, which will impact neighbors and businesses already hit with the problem of parking in their neighborhoods. I suspect there are others in West Seattle just like the neighborhood serviced by the 57. At a minimum we need to keep some service or provide a shuttle connection to keep us from having to drive and impact other neighborhoods. In addition, I don't understand why West Seattle is being cut the sharpest when we have very heavy ridership.</p>
<p>Sure! How about a penny or two in additional gas tax to slightly discourage private vehicle travel and make up for the budget shortfall?</p>
<p>I would use the bus more if routes were more accessible. I am a social worker, and many of my clients do not have cars-traveling to work and to day care takes up most of their days-more complete service would keep the community thriving and engaged in life. Many of my co-workers take the bus as well-they do not have cars, and many live where there are several busses-but with the proposed cuts, they will no longer be able to access the bus as readily as they do now.</p>
<p>The Central District has gotten cut out of all major transit improvements in the last five years. The light rail completely bypassed the central district. The streetcar completely bypasses the central district. Why did the first hill street car not come up Yesler past the 14th? Why is it repeating the same route as the light rail? WHY did the light rail not come up to the central district? And now the proposal is to CUT the little transit that does exist, the 27, the 8 and the 4. We don't have the light rail to get us downtown. We don't have the streetcar to get us downtown. We have no other way to get to SODO and Seattle Center other then the 4 and the 8. We desperately need the 27, 8, and 4. Don't further the marginalization of the central district that has already occurred by the routing of the light rail and first hill street car so that they turn right before reaching going up the hill to the central district.</p>

<p>Funding for Metro transit is critical to establish public transit as a norm in the Seattle community. Cutting routes leads to citizens who don't consider Seattle a public transit friendly city, and ridership and support will decrease.</p> <p>King County should be investing in public transit, and establish itself as a transit-friendly region. Cutting routes and adding cars to city streets and freeways decreases the region's attractiveness to residents who value public transit, and to companies considering locating here.</p>
<p>The ridership on the 25 route is quite diverse, but many commuters on the route (from my observations) are moving between scheduled stops in Montlake and NE - my hop on/hop off point is Portage Bay - and downtown. This is a vital route that allows for travel to and from downtown for business and pleasure during weekdays.</p> <p>The closest routes that would service Montlake would require a 10-20 minute walk in either direction from my residence and those properties around me in Portage Bay just to reach the 43, 66, or 70 routes - and that is walking at a relatively fast pace. Making that trip during inclement weather would be prohibitive for elderly, and frankly, most people.</p> <p>Please consider keeping the 25 route intact or at the very least minimizing service to morning and evenings.</p> <p>Thank you, Febe Cude</p>
<p>Decreasing metro services will cause bigger problems. Let's not be short-sighted and think about the long-term solution.</p>
<p>The 25 is the only bus in my neighborhood and it is threatened to be cut. This is my mode of transportation to work and I rely on it.</p>
<p>The slower the bus service, the less people ride them. When Metro went on a one hour schedule, it doubled the amount of time it took to do a round trip to several hours.</p>
<p>Decreasing service is exactly what needs to happen right now! (SARCASM). West Seattle has ALREADY BEEN SHAFTEd by Metro cuts, offering eliminated routes and overcrowded C-Line option. Ridership has increased! How is it that the county is thinking the slack will be taken up? This issue has been so poorly addressed it's infuriating. And no, the water taxi is NOT a viable option for many of us. DO NOT REDUCE SERVICES FOR THE 56X/ 57!!!!</p>
<p>West Seattle is adding condos/apartments on many corners, most without enough parking for everyone or even half the building. How are we expected to get downtown with all those people, when you keep reducing our buses? It makes not sense. How can you remove completely a whole section like the 37 and 57? And to reduce already over crowded PM buses? Ridiculous.</p>
<p>All of you who thought a multibillion dollar money hole/tunnel was a good idea (instead of investing in transit and improving traffuckluster), please cough up the dollars that are now needed to maintain the already reduced transit service we currently, laughingly, call 'excellent.' And thanks for giving multinational Boeing billions in tax relief when every budget every where is pleading for tax dollars. Morons.</p>

<p>Yes. My feedback is that Metro Transit should not be reducing bus service in established neighborhoods that have a population who have come to rely upon bus service for decades, if not generations. In areas such as Laurelhurst (Route 25), the taxpayer base has supported Metro for many years, and many of the people living in that area (who often do not drive any more) have come to rely on the bus service. Decreasing service was an inconvenience, but cutting service would be taking away mobility for many people. A slap in the face for long-time taxpayers and Metro supporters. If Metro needs money, it should enforce fare collections in areas such as Rainier Valley. Or increase fares on popular routes, where the busses are obviously a popular option. Paying an increased fare is definitely more acceptable than not having a bus available.</p>
<p>Transit funding cannot be optional! We need to increase the mass transit options for people in all areas of the county in order to make it easier for people to use their cars less often, or possibly give them up altogether.</p>
<p>Please don't cut the 21 -- it is a popular route at all times of the day and would impact a huge area of Seattle's largest neighborhood (West Seattle).</p>
<p>The cuts to metro are only going to choke the city up with more congestion, as people who would normally take public transit clog up the roads with their cars. Seattle cannot continue to operate with a sub-standard transit system given its size.</p>
<p>Funding has to be stable and dependable. I would like to see a property tax/levy to fund transit.</p>
<p>My neighborhood uses Metro A LOT, probably more than most communities. Yet, we will be the ones hit hardest and first when it comes to cuts. And the proposed cuts, such as the 21, do not make sense. Why cut a route that is heavily used all the time? It feels like West Seattle is being punished by these cuts.</p>
<p>I rely on the Rapid Ride C line every single working day to get into downtown Seattle. Service on this bus is already stretched to the breaking point (full buses pass me by on a regular basis). I don't know what I'll do if service is cut back even more. Please please please preserve our bus service. This is an absolutely desperate need in West Seattle.</p>
<p>I have come to depend on my routes that I take everyday to work and back home. I would ask that some other way be found instead of completely cutting these routes that I take which are the 31, 26 and 28. I have recently become a metro passenger and realize the impact that this would have on my life. It seems that officials have been trying to push for people to take other modes of transportation instead of driving and now I can't understand how you can cut these routes.</p>
<p>Please allocate more funding, we should be increasing mass transit, not decreasing it.</p>
<p>Spend money where people pay taxes, that is, in Seattle, rather than running empty busses for people in the sticks who contribute next to nothing.</p>
<p>I moved into the city because I didn't want to get (and find a place to park) a car. I walk or ride the bus literally everywhere I go. Cuts to Metro make this city much less viable for me and my friends.</p>

<p>I'm particularly concerned about the cuts to Metro route 25. The 'Portage Bay' neighborhood (Fuhrman and Harvard through Boyer and 24th Ave E) geographically in the dead-center of Seattle, will now be essentially 'cut off' if the 25 is cut. For our elderly neighbors living in the Boyer neighborhood, bus access will mean a mile + march to the East or West, or a mountain climbing trek over the backside of Capitol Hill (near Roanoke Park). This is a huge, steep hill! Despite its central proximity, this neighborhood is already isolated - please don't abandon our seniors and students in this area! The 25 is the only bus that serves this area!</p>
<p>Public transportation deserves funding. For the more marginalized segments of our population, it provides means to get to work, to get around the city. For the more comfortably placed segments of the population, reasonable public transportation helps reduce car traffic, the need for parking, the general CO2 footprint of our city. As our economy continues its slow recovery, cuts in public services will serve to hurt our population.</p>
<p>Many young people, among those most adversely affected by the state of the economy rely on public transportation. Raising barriers to their mobility will have a negative effect on the local economy.</p>
<p>I would please like the the routes 125 and 128 to South Seattle Community College to stay. I work at South Seattle Community College and many of our students use these bus routes to get to school. My students mostly are low income and they have no other means to get to our college. If these bus routes are cut this will impact their future.</p>
<p>I think ticket prices should go up (as much as it would hurt). However, I also think there should be more ways to qualify for reduced fare prices. And, more information to employers about how and why they can help their employees pay for bus passes.</p>
<p>The amount of bus routes being cut is going to severely impact people's daily lives in a very negative way. Now there is really only one bus option for me to get to work each day and it will be extremely crowded. I take the 26 and it is already crowded. If this route is cut, the 26E will not fit everyone. There isn't enough parking in downtown where I work so there isn't another option for me. As a young woman, walking over a mile in the dark mornings makes me feel unsafe and I am extremely disappointed to hear about these cuts.</p>
<p>I pay for an ORCA card through my work, in addition to a U-Pass at UW. I believe I pay a large amount to ride Metro, yet my routes are being cut in half. If reductions occur, people will start to drive and then Metro will be in an even deeper hole.</p>
<p>Keep the 12 line as is please!</p>
<p>Please keep public transportation available for lower income areas and citizens...especially those not near or on other lines of transportation. I live between transit centers with limited bus service that also zigs and zags around many neighborhoods en route downtown....With no express service...it takes 40-60 minutes to get downtown in what it can take 10-20 minutes to drive. If Metro changed one bus an hour to take a more direct route...be an express or split the route so every bus didn't have to service too many neighborhoods each, I think ridership and revenues would increase.</p>
<p>I live in Laurelhurst and commute to downtown Seattle. My usual commute is to ride my bike to the Montlake Freeway station and get on the bus there. Sometimes, when riding my bike is not practical, I take the 25 from my house all the way to downtown. I am very concerned to hear that the 25 might be cancelled. Even though I am an infrequent rider, it is an important part of my commute puzzle. If it doesn't stay in operation, I need to rethink riding my bike, and might need to start driving more, since I will have lost my backup plan.</p>

<p>We need Metro now more than ever and should be increasing service not decreasing it. I've been riding since 2000 and it's my preferred way of commuting to work and other places. I own a car, but i find traffic congestion to be so stressful that I prefer riding Metro. Taking the bus results in a longer commute time that I spend taking a nap, reading, writing, texting, etc., as well as walking 11 blocks from my bus stop to my office. I also carpool whenever possible which may require taking a bus to my carpool meeting place.</p> <p>If you reduce service you will lose riders which will lead to more reductions in service. Many people cannot afford to live near their workplace and must commute long distances. Without Metro service expansion, our traffic congestion will only increase. Traffic congestion is costly in terms of time, gas, and car accidents. We need a permanent solution so that Metro can continue to grow.</p> <p>We need to fund Metro for the good of all commuters, not just bus riders. All drivers benefit from improved bus service by taking cars off the roads.</p>
<p>Please keep 250! We have already had routes cut. If you decrease service on 249 and cut the 250, we have no access in our neighborhood to get to Seattle. The 250 is full! There is no where to park at Overlake Transit Center after 7:30 am.</p>
<p>You should not cut the #12 bus because at least 30 to 40 girls from my school use it on a daily basis and by cutting it you'd actually be losing money from the many passengers who ride it.</p>
<p>Unless I live or work in Seattle, I apparently don't count and can no longer take the bus because you plan to cut every route that I could possibly take to work. I have two bus routes I take from Kent to Issaquah (business hours) via Seattle or Bellevue. You plan to cut BOTH lines from Kent's East Hill, 158 and 161. Further, you plan to cut BOTH lines to Issaquah (217 and 271 east of Eastgate P&R). And why on earth do we get 8 free bus ride coupons with our car tab renewal if Metro is so starved for funds? Metro doesn't have enough of an operating budget to survive but can afford to give away so many rides? No wonder you don't have any money!</p>
<p>I recently moved from a city with poor public transportation. You needed a car to get around. Seattle has an excellent public transportation system. These cuts would eviscerate the system and lead to an increase in automobile traffic.</p> <p>If Seattle wants to continue to be a leader in green house gas emissions and pollution control, then maintaining or increasing the public transit options should be a priority.</p> <p>As the owner of a vehicle registered in the city of Seattle, I would gladly support a higher vehicle tab fee to help cover the funding gap. The amount of money I save on gas in a two week period would more than cover the increased tab fee.</p>
<p>Transit has to reach out in the areas that have the worst traffic issues. Just establishing a route or segment is not enough but active aggressive marketing to increase ridership must happen.</p> <p>Case in point is the route 311. The ridership to Duvall has been small at best. There has never been a marketing effort to increase ridership. Now there is no 311 to Duvall. Those riders now have to take 2 or more busses to get to Seattle, so they drive to a park and ride. This is not the best outcome. I used to walk to the bus 2-3 times a week. Only about 3/4 of a mile a great walk. Better when the weather was good, but nice. That option has been taken away. During those discussions there was never a meeting in the local area to explain the problem or the solution. Nearest meetings were in Redmond and Bothell but the 311 was never mentioned. 311 riders still experience service problems, late busses, missing busses, over crowded busses, No amount of complaining has changed anything...Sure we are a small slice of the county but our voice is never heard...</p>

<p>Since the parking requirements have been largely eliminated from new construction in town, people are more reliant than ever on busses. We have been told as a community that we do not need parking because everyone is going to be riding the public transit. But now we are finding out there is no funding for the transit. So we either need to go back to driving our cars, which I have started doing, or have reliable transit. Which is it? New construction, like microhousing, which does not build parking into it's property should be assesed a transportation support fee to support the transit that is supposed to be available to us.</p>
<p>I live on the edge of the Central Distract/Madrona and normally take the 2 or the 3. These buses (more so the 3) are always overcrowded. Not owning a vehicle due to the fact that Metro has had great service over the years, it is going to be hard to get around if either of these lines are cut/reduced.</p>
<p>I cannot believe the list of 74 bus route services you are considering cutting! including 2 main lines the 26 and 28 that run down major streets, neighborhoods and downtown. These lines are consistently in use and routinely are full or close. These are 2 major lines that transport key areas of Seattle, including individuals coming down surrounding areas to catch these lines. I know I will not be able to get to work. I specifically moved to this area so I was able to use the bus routes. I will have to move from Seattle and Washington as a result. How can my taxes being going up overall for the city and state and yet services are being cut, eliminated, etc. I am a single person and pay taxes even for the public schools, no children, but even that system and service is a mess right now. Just cutting programs is not the answer...that is not a fix. People, families, elderly, retirees...all depend on the bus system to get to work, doctor appts, the grocery store, employed/unemployed, etc. This is outrageous that the constant response is "CUT". How do you expect people to get around in a large city with surrounding neighborhoods that is a mecca and magnet for large, global companies, nonprofits to small companies and individuals. How are you expecting to continue for businesses to exist, to attract and market the city and Puget Sound area as a destination to live, work, travel, vacation, etc.?!?!?</p>
<p>I am very concerned about losing route 26 in particular but also the 28 and 31. I do not have the option to drive and park at work. I take the 26 to and from work every single day and sometimes on weekends to get downtown. My work will not be able to subsidise parking for employees and the 26 is the only route near my house that goes downtown. My bus is always full particularly from 7:30-9AM and 4:00-5:30. It is always standing room only.</p>

<p>Since a large number of people have NO OTHER transportation choices other than PUBLIC TRANSIT, due to a disability or economic condition, it is a vital part of our infrastructure, much like the roads transit vehicles use. NO CUTS should be made in transit service. If funding is so short, the cuts should be done in terms of administrative staff--not in "front-line" transit personnel (drivers, mechanics, service supervisors, fleet communications, etc).</p> <p>The funding problems experienced by transit providers have been caused by the lack of action to generate additional funding, particularly on the State and Federal levels. Although many people have spoken up for the need for improved transit funding (and safer roads, bridges and pedestrian environments), those needs have not been adequately funded--the Skagit River Bridge may be a good example of this. While there is a need for safer roadways, there is also an extremely compelling need for adequate funding for public transit, since a lot of people do not drive or have access to a private vehicle and MUST use public transit for all of their transportation needs (medical appointments, shopping, employment, social activities, etc). Without it, these people are unable to leave their homes. Do we want people to be isolated in their own homes? NO--they are residents of this state and deserve the same ability to get around as anyone else--and that ability is dependent on adequately funding public transit so it meets the demand for such service (and yes, the demand IS INCREASING!).</p>
<p>If you cut the 125 hours I will no longer be able to get to and from classes on daily basis--will have to start driving. classes start as early as 8am to 10am and can end any where from Noon to 2pm and need to catch bus directly after class to get home for other commitments--changes each quarter</p>
<p>Please choose funding for public transportation and bike commuting should be a priority over other expenses. Metro transit is an essential service! I use the bus regularly to get to and from work. The proposed changes will affect my ability to go to an event after work and still have taken the bus. For those with less privilege than me, the proposed metro changes will affect their ability to hold 3rd shift jobs. Additionally, in this time of environmental crisis; we need to promote public transportation. Please keep working and FIND A SOLUTION!</p>
<p>I'm SHOCKED that the bus service will be decreasing instead of increasing. Why don't you just start charging more which will then keep the riff-raff off the buses and also let everyone keep taking the bus routes they need to get to work? There is already a shortage of buses during peak hours and not enough room on the buses that are running. How do you think this is going to work? People rely on public transportation!!! You can't CUT bus routes without having an alternative solution. This is absolutely the worst thing you can do and makes no sense whatsoever. CHARGE MORE and actually maybe take pride in fixing something that is terrible!!!</p>
<p>Rural areas have many fewer options. Cutbacks affect us deeply. I also work with low income individuals by teaching GED. I can give out bus tickets, but they are pretty useless if there is no service. It impacts the poor the most! Increased services are what's needed with rising gas prices and tolls. It's getting expensive to just get to work, and harder to find affordable and reasonably convenient ways to do it. It is worth the funds from the state to reduce traffic congestion and make this a more livable area. It's good for employers as it reduces absenteeism. It makes sense for us all!</p>
<p>We need transit to get to work and build communities A bus route allows working class people to be able to move into and develop areas and this helps the economy Increase fares if need be, just dont prevent us from getting to our jobs</p>

<p>I would love for our legislators to fully fund Metro, so that service can at a minimum remain the same. More service would be better, especially to areas where there are more impoverished residents. Budgets are moral documents, and cutting transportation funding for those who need it most is not the King County we want.</p>
<p>Maybe it is time we start a state income tax. I cannot believe Metro or the State would decrease bus service (especially route 113, 116X and the C Rapid Ride) when the viaduct work is starting soon.</p>
<p>Traffic from into and out of Seattle during rush hours is horrible. Having a solid public transportation system which gets people to where they want to be faster and more reliably encourages them to take the bus/train as opposed to driving. For example, an express bus that only has two or three stops going from Bellevue to Seattle is a lot more likely to be used by commuters than a bus that stops 20 times on the way.</p>
<p>As a high student, bus is very important! How we can go to school on time without more service!</p>
<p>We rely on Route 271 to get to school and work every day. If the route is discontinued between Eastgate P&R and Issaquah, it would constitute a serious hardship.</p>
<p>Keep the 930 bus! It's a small bus that helps a lot of people get to work along Willows road! I will have to walk two miles to work if that bus is canceled!</p>
<p>The busses I ride are out of standing room during commute hours. Everyone wants and needs more bus service. Reducing service as more people ride, as the light rail is built, as more people want multi-modal (bike-bus-walk) transport is just bad policy. Find a way to fix this- and let us know if you need help</p>
<p>Yes, Rodney Tom is a DISGRACE. How about non-rush hour setting up feeder routes in the burbs that drop off passengers far down town. So that all those "burbs" doing downtown will not be needed and they would not have to run half empty.</p>
<p>I see public money being wasted in so many ways. Ex. Those overhead electronic speed limit signs along I90 and I5. As far as I am concerned, they serve no purpose at all and must have cost a lot. These probably come from a different budget - but it DOES involve my taxes. This is just one example of many.</p>
<p>If the state legislature takes no action, I support a local ballot measure to increase metro transit funding.</p>
<p>Consistent funding streams are imperative! STOP putting transportation (especially high capacity transit) on the back burner! It is your job to work FOR the people who elected you and they are demanding elected officials to address our transportation needs! Get back to work!</p>
<p>Officials need to find the least regressive tax for funding transit. I would also encourage officials to look at the role corporations need to play in supporting new transit funding sources. Metro, through its attorneys, needs to give serious attention to search for legal means of justification for income tax appropriations for transit. Legislature needs to "free" King County so it can pass whatever measure it needs to balance Metro's budget.</p>
<p>1 - reduced fare (youth and senior) could be increased for those with ability to pay 2 - transportation subsidy from state (more \$ that stay in King Co rather than being sent to outlying areas) 3 - More flexibility/local options</p>

<p>I rely on route 193 from Tukwila P&R to work (Virginia Mason) 3 to 4 times a week. It would be such an inconvenience for me as for other workers who ride the same bus as me if this route is being eliminated. I understand that you have to cut or reduce bus routes due to budget. However, please do not cut the 193 AM routes from Tukwila P&R. If you had to, how about cutting the later routes (8am and after)? Also, how about cutting some 193PM routes from Downtown going Southbound? Another suggestion is I noticed that there aren't a lot of people riding the 193 route at 1918 from the hospital, can you change the time to about 1945, that way more people, mostly hospital workers can take advantage of riding the bus at this time. (A lot of us get off work at 1930, so if 193 arrives at around 1945 or 1950 it would be awesome).</p> <p>Thank you for listening to my suggestions. Chau (frequent 193-route bus rider)</p>
<p>The city is getting more congested. Cutting buses in neighborhoods close to the city doesn't make sense. I spend the money to live near downtown close to my job, and I would be forced to drive if these cuts were implemented.</p>
<p>The viaduct will still be congested when the package runs out. Please keep bus service at current or near current levels. Please oh please please.</p>
<p>I cannot believe that cutbacks are being proposed when we should/must be working towards expansion of public transit. I think that Seattle's aspirations to be a "world class city" will be just a dream if we cannot provide workable transportation. As I rode home today on the bus from Vancouver, B.C. and was stalled at Northgate in southbound traffic, then waited in the International District for the #14 bus which was late and so jam packed that the driver had to pass up riders, I thought "This really does not work." It took about 45 minutes from the time I arrived at the bus stop until I reached my destination at 23rd and Jackson.</p> <p>One reason I will drive rather than taking the bus is when a bus schedule is so infrequent or late or non-existent that I would spend unreasonable amounts of time trying to reach my destination.</p> <p>We are not going to get drivers out of cars unless we can provide frequent, reliable transit to all parts of the city.</p>
<ul style="list-style-type: none">- raise the fare- bus driver should drive faster-just transportation is all about moving people- raise the qualification of van pooling to ensure the utilization- eliminate the rider promotion- Sell more advertisements on the buses or tunnels to increase the revenue- eliminate stops- reduce the operational hours (late night and then early Morning)
<p>I work at the Crisis Clinic in King County and I use the bus to get from home to work and back again, sometimes at very late hours. I need the 66 to run at the current level in order to stay safe and get home at night. It would greatly impede my standard of living if I weren't able to use this route. I'm very concerned about the routes going downtown from Northgate being deleted. If this occurs it will inform the way I vote on the people that are currently in office in future elections.</p>

You need to further examine routes you are considering to cancel. There are too many straight cuts of routes where you should instead consider cutting down the amount of runs each route takes. For myself and my husband you would be cutting ALL of the bus routes we take from Kent to Downtown Seattle. We normally take the 158, 159, or 192 from our house. You would also be cutting the 913 that we also sometimes take in order to catch the 158 or 159. If you cut all of these routes our only options to commute to work would be to drive and park at Kent station and take the Sounder Train. Which is not a favorable solution because the Kent station garage is already packed with cars by 7am! If the 158 and the 159 are both cut it would only increase the traffic at the parking garage!
If we were to then consider driving to Tukwila to get downtown we would also have an issue with parking! The Tukwila park and ride is also constantly full.
I know there are hundreds of commuters from Kent to Downtown Seattle how do you expect to make up for the nonexistent bus service to such a popular working destination? The 162 route was cut last year and we have already had to make due without that route.
Cutting all the routes you have suggested will in the end hurt metro more than the would help save money. Since I am sure ridership would only decrease.

I'm a HUGE fan of mass transit. I'm lucky enough to afford a car, insurance and gas--but much prefer the bus for my daily commute to work (I live in Seattle and commute to Redmond every weekday). I'm also lucky enough to live near an express route that allows me to take only one bus (the 242) without transfers.
I didn't always love commuting on the bus. The combination of gas prices, the 520 bridge toll and by far most importantly, the ability to be connected to the internet on my PC via my cell phone and therefore be productive during my 45 minute (each way) commute have made me a super-fan of the King County Metro bus!
If my express bus were cancelled it would extend my commute significantly, not to mention diminish my daily productivity. This would test my allegiance to the bus and probably drive me back to my car for my daily commute.
I'd be happy to pay a few pennies more at the gas pump, or pay a couple bucks more in vehicle taxes to help close the funding gap.
Last, I'm no transit expert, but this seems to be a classic "build it and they will come" or maybe it's "chicken and egg" example in that if we invested more in transit and there were more routes, more frequent busses, more options, etc. more people would use public transit. When we slash funding, and therefore service/routes, etc., then the value of the service is diminished and fewer people will use the service. We should be doubling down on transit, not cutting service!

One of the major reasons I do not ride transit even more often, and why I have, at times, not ridden at all, is because of service timings that were too infrequent to be convenient, and routes that made too many stops to be a reasonable commute time compared to driving. Decreasing the services offered may end up with the same gap that raising bus fares would have, for the same reason.

The current transit system is near capacity every day, therefore reducing service will harm transit riders in multiple ways. First, reducing or eliminating bus routes will cause more people to drive instead, further clogging our overwhelmed roadways and causing even more service delays. Second, reducing or eliminating bus routes will place an undue financial burden on those persons who cannot afford other means of transportation, but will be forced into other transportation options. Third, the bus routes that remain open will be completely over capacity, causing more delays and decreasing interest in riding the bus (who wants to be packed in like a sardine?).

<p>The Seattle metro area still has a useful public transit system, but any further cuts in service will diminish utility to the point where it's no longer worth supporting. It is imperative to avoid crossing that line of no return. Annual automobile registration fees are ridiculously low here, and should be used to subsidize public transit. As a multitar family, that also uses public transit, we're willing to pay higher registration fees to maintain a functional transit system in our area.</p>
<p>DART 913 service serves many people who work at Hope Link, Federal Express, Old Navy, King County Fire Services, Alaska Airlines, BECU, Boeing, and other companies/residences shuttling to and from the Kent Station. I'd estimate that approximately 30 cars per day are not on the freeway in the a.m. and then again in the p.m. commutes, for a total of 60 cars daily. If the DART 913 were to be deleted, approximately one third to one half of the cars would end up back on the freeway, because it would be considered easier (time, distance to walk, facing the weather elements) to drive than to take the Metro 150 bus to work.</p>
<p>We must find a way to fund these essential services, be it with 1. higher fares; 2. re-allocation of funds; or 3. increased taxes. In that order of preference.</p>
<p>Decrease service by 17 percent and stop asking the public for funding. Drivers are overpaid and union contracts need to be re-opened and re-negotiated. I've been riding for 20 plus years and I've talked to many drivers about Metro in-and-out. I strongly recommend cutting low performing routes and reducing payroll and benefits.</p>
<p>Larry Phillips is already aware of Metro funding needs.</p>
<p>For economic, environmental, and even family/social reasons, Metro is of supreme importance to King County. I have used Metro transit since moving to Washington in 2007, and losing that option would be a great hardship to me because I live on the eastside and work in Seattle. So, I would not only have to fight traffic, but I would have to either pay the 520 toll or take Lake City Way (and face even more traffic), and pay for gas and the outrageous parking fees in Seattle. Plus, there's really no convenient parking in Seattle so I'd end up walking just as far or farther from my parking spot as I do to/from my bus stop. On another note, I have a six-month old son, and being able to take the bus actually saves me about an hour of total commute time each day. That's priceless time I get to spend with him instead of being on 405 or 520.</p>
<p>Funding Metro is vital to the economy of our area. The commuters who take Metro to get to their workplaces save money on gas, save time and energy on the commute, and are helping to alleviate congestion on the roads. Making it easier to get to work makes it easier to work - which leads to higher productivity, more money for consumer needs (therefore increasing sales tax revenue!) and helps with the traffic situation. When you invest in public transportation, you are investing in business, community, the economy, and the future.</p>
<p>The one and only bus I had found to get me to work by 5am is going to be eliminated. This will change my commuting costs from 14.00 a month (employer subsidized) to 260.00. As a single moth of two kids this is an extreme blow to me. Please reconsider or considering adding one or two earlier runs for current buses.</p>
<p>Please continue and increase service! Metro service is a crucial part of making Seattle a livable affordable city for all instead of gutting the center and fleeing to the suburbs. Our community relies of public transportation for the future and success of the city.</p>

<p>The elimination of the 37 bus and the re-routing of the 50 bus means that catching a bus from Alki Beach to my job in the SODO on 1st Avenue is no longer practical. A quick estimate is that it will now take over 40 minutes and potentially 1 hour for a 4.5 mile commute means that I will likely be adding to the congestion on the West Seattle Bridg</p> <p>Also the previous service cuts have made the option of catching public transport almost non-existent when attending sporting events at Century Link field on a Sunday or for evening games. there should be increased services for games attracting over 60,000 people at Century Link to West Seattle</p>
<p>We need much better, more frequent and expanded bus service, not cuts! I drive (single occupant) to work because the bus trip from Broadview to Beacon Hill is 1.5 hrs and a transfer. We need fair, progressive tax revenue, like an income tax! I would vote for that. Thank you.</p>
<p>I would like to recommend a balance between the Rt. 554 and all the Routes that accomodate the Eastgate Flyer Stop riders..</p> <p>The Route 554 leaving Seattle during rush hours (4-6 pm) is ALWAYS standing room only. By the time it makes its way to 2nd and Cherry the announcement asking riders to step all the way to the back of the bus is announced frequently.</p> <p>I passed around a Petition last night after all the passengers unloaded at the Eastgate Flyer Stop making room for the standing passengers. I accumulated 11 signatures from the EFS to downtown Issaquah. Some folks told me that this was why they drove to the Issaquah P&R because there are so few buses now that go all the way into downtown Issaquah now that most Rt. 214 deadheads back to Seattle from the Issaquah P&R.</p> <p>The PETITION reads, "The Route 554 passengers listed below petition a request that the Route 554 no longer stop at the Eastgate Flyer Stop in order to prevent overboarding." Gathering signatures once it leaves Eastgate Flyer Stop is no problem because the standing passengers are then able to sit down.</p> <p>The passengers needing to get off at the EFS have options but those wanting to go all the way into downtown Issaquah do not. Riders only have two options on the Route 214 if they want to go all the way into downtown Issaquah the 3:24 pm and 4:11 pm leaving 2nd and Seneca. The rest of the Rts. 214 deadhead back to Seattle from the Issaquah Transit Center.</p>
<p>The sales tax base is steadily growing and will reach or surpass levels of 10 years ago. To cut services now that revenues is very short sighted. It just doesn't make sense to tear apart an extremely efficient and well run organization at this time only to try to put it back together again when tax levels will recover shortly.</p>
<p>This bus route is very important for me to attend school & come back to Issaquah. I am making a better choice for riding the bus - taking a car off the Seattle roads. I believe the State needs to support bus transportation.</p>
<p>West Seattle is being more adversely affected by proposed reductions. It's a very hilly area and difficult for seniors to get to limited bus stops. Parking in W.S. has been significantly reduced - limiting ability of riders to get to bus stops. many more multifamily structures are being built with limited or no parking and yet bus routes are being proposed to be reduced or eliminated near these structures.</p>

<p>Funding for Metro should come largely from the users of Metro, including those that just hop on and say they don't have enough or don't have any. Everyone needs to contribute their fair share, right? Sales tax and car tab taxes should be secondary, as they are not directly related to the use and function of the busses. I understand reducing some trips on routes or modifying schedules, but this plan completely eliminates the only bus within a two mile radius of my home. I live in a dense residential neighborhood and know there are many people that ride the bus to school and work that now have no options. I use the bus when I need to get my car repaired or when I don't want to drive. Even at current routes, its never easy to travel around without transferring multiple times. I don't understand why things like using smaller vehicles on some routes isn't considered or reducing parts of routes on alternating circuits like many busses do now. Also on current routes, it would take me almost 3 hours to get to work and multiple transfers yet I'm still paying for a service that isn't possible to actually use except for once in a while.</p> <p>There should also be reviews of other transit orgs in the state that are run much better than Metro, and figure out what they're doing right and emulate it. Look for easy cost savings measures like getting better contracts for bus tires and parts and verify inventories are done efficiently and correctly; reduce all possible waste in the offices and even maybe reduce the number of paper route maps available at one time.</p> <p>This constant threatening of state residents to fork over more money or face the consequences is really old, especially when we never see enough of a change in the organization to know that we're just not throwing more money down the same hole.</p>
<p>With all the density in the city, more buses, better bus routes; more efficient buses needed.</p> <p>Force metro to be more accountable in spending and planning rather than scare tactics to get more money.</p> <p>We are tired of added taxes when we have so much wealth here.</p> <p>Those C-Line pullouts were expensive when now they are cutting routes. How stupid is that! Just keep expecting people to pay more and more.</p> <p>Poor people and middle class have huge burdens.</p> <p>Find other ways to budget money. Do they get adequate funds from those who advertise all over the bus?</p>
<p>It's ridiculous that Seattle trumpets itself as a bastion of green and progressive values and actively refuses to preserve a public service.</p>
<p>Find some way to make public transportation a priority. The Rt 14 has served my neighborhood for decades. Over the past years service has been cut, cut, cut. Now the plan is to discontinue evening, night and weekend service. There is no other bus in the neighborhood and many of us work odd schedules and use the bus for shopping, errands, medical appointments.</p> <p>Meanwhile streetcar tracks are being installed on Jackson street, across Boren Ave and along Broadway. I know this is City of Seattle money-- but really it seems that some coordination should be possible. Bus service is much less capital intensive and flexible. Can't you do something to bring sanity to this situation??</p>
<p>Increase fares so major planned cutbacks impacting many won't happen.</p>
<p>Keep the #12 bus running between E. Madison and E. Galer. It is a critical link for our daughter and many other girls trying to get to and from high school at Holy Names Academy.</p>
<p>Slightly increase state tax on fuel - increase private vehicle registration - slightly increase cost of bus fares - do not force commuters to use their vehicles - some people are totally dependent upon public bus service.</p>

<p>Please do not stop the 12 bus, because I need it to get home. I also take the C line and it is very crowded.</p>
<p>Please increase the funding. Funding buses keeps extra cars off the roads. Our traffic is bad enough already. The proposed cuts will almost certainly push me to drive, and likely others as well. As the alternatives would add 45-60 minutes to my round trip commute each day ... To travel 4 miles!! 4 miles!! It's completely asinine.</p>
<p>No cut. Everywhere I go must with the bus. It is my only transportation to school.</p>
<p>It is disappointing that public transportation is always struggling for funding. For environmental, quality of life, and sustainability reasons, we need to increase rather than decrease public transit options.</p>
<p>I work at UW, live in Magnolia. UW actively discourages employees from driving to work. The route 31 bus is usually standing room only from UW to SPU, then full seats to the east side of Magnolia. This is a route scheduled to be cut. I do not own a car, and do not want one either. My life will be greatly disrupted by these service cuts. Infuriating considering the high property tax I pay for my house in Magnolia.</p>
<p>I think these threats to cut funding to Metro and other bus services is simply WRONG. Public transportation keeps cars off the road, lessening congestion and helping the environment. Cutting bus service into Seattle is also, in my mind inappropriate given the cost of parking for downtown employees. Seattle is putting all this money into greenways and bike routes and yet is getting away from basic services for basic people who are only trying to get to work or to medical appoints. Cutting service to Route 12 that goes from the school where I work and takes me down to numerous medical appointments or from home on Mercer Island to work, would create a challenge. The #43 while coming close to my work does not come close to "pill hill". The #12 covers an entirely different area of Seattle.</p> <p>I just can't get over how this discriminates against seniors, people without cars or who would like to live in an Urban area without a car and lower end people who can't pay to park. As they say, it is just "wrongheaded".</p>
<p>If the goal is to have fewer cars on the road, then we need to invest in transit. That said, I think metro should be more responsible about how it spends its money. Areas of waste I have observed (machines with screens that are out of order but have been left on to suck electricity for 6 months or more, tearing down of perfectly good covered structures only to rebuild new structures with Rapid Ride branding - could have used the same structure to minimize costs).</p>
<p>Believe we should supplement bus service with additional light rail routes.</p>
<p>Be more efficient. Some lines are packed while others are 1/2 full.</p>
<p>Raise Fairs</p>
<p>Raise the fare and raise taxes.</p>
<p>Needs immediate financial help - These cuts and reductions can't happen.</p>
<p>Why not streamline routes instead of eliminating them. Some routes overlap so why not stagger them, i.e. instead of 2 routes coming every 15 minutes, why not stagger them so one comes on the quarter hour and one comes at the top/half hour. I feel like South King County is being marginalized yet we all pay the same Metro taxes.</p>

<p>Maintain METRO service in Seattle is absolutely critical. For example, I and many of my neighbors rely on METRO express service to get us to our jobs downtown. Without it, and I mean express service, I would make the choice to drive cost myself and the community. I particularly care about route 5 Express service as it is my critical link from home to work and back. Please find a way to fund METRO service in Seattle.</p>
<p>I think that cutting service to riders or drastically changing routes will create a huge gap in service and less funds for metro!</p> <p>I ride Rt. 177 Federal Way to Seattle to City Hall/ James St. The proposed plan is to add Starlake & Kent Des Moines Park & Ride stops. Great Idea! The other part of the plan is to exit the freeway at Seneca instead of Spokane St./bus way. You are cutting stops to City, County, Federal, & private industry employees who work in the civic core and Sodo between Spokane St. & Columbia St. That does not make sense and I don't know how I'll get to work with that change. Please enter & exit at Spokane.</p>
<p>With the proposed route cuts the ridership on the buses will be extremely over crowded. When standing room only is the only option that could cause injury (which would be costly in itself). I feel that with this proposal King County will be cutting their nose off to spite it's face - most options that riders would choose (especially from Fed. Way) would probably end up being Sound Transit because of more express options available. Ultimately I feel Sound Transit will benefit greatly from these changes more so than help King County Metro.</p>
<p>I think that all of the rates should stay the same and things don't need to change.</p>
<p>The budget shortfall is irresponsible on the part of execs & need to know what we as citizens can do to help resolve this situation.</p> <p>My commute is already a minimum of 3 hrs. a day, 5 days a week. I cannot tolerate more than this! The new option would increase my trip to 4 hrs. per day - that's 20 hours each way (e.g., a part-time job!)</p>
<p>In such a wealthy city, these cut backs are insane. In my area (Central) with the # 8 reduction down MLK, you are creating a hardship for people who cannot walk up the steep hills or walk the 10+ blocks to get from Union to Madison. The number 8 is ALWAYS packed and crowded and saying that the #3 or 2 will accommodate is unrealistic.</p>
<p>It seems untenable to have Metro funding tied to sales tax. Every time there's an economic downturn we face service cuts at the very time when more people may be needing the option of public transportation. And this constant cutting of routes in response to funding short falls just makes the system less useful for everyone. Peripheral routes may not get the bulk ridership that seems to justify their existence, but their existence makes the entire system more usable for everyone. If the bus doesn't go where I might need to go, what's the point of making it my primary form of transportation?</p>

<p>Cutting funding for public transportation disproportionately impacts low-income families, the disabled, and the elderly. I work at the same bus stop as Lighthouse for the Blind (a Seattle-based non-profit that supports deaf and blind community members to become self-sufficient), and I cannot imagine how our disabled community members will get to home, work, the store, or other services when their bus service is cut. I also don't want my aging grandmother to be forced to drive a car all the time if her bus line is cut -- do you want her and other elderly folks to be forced to drive past when it is safe or comfortable for them? I didn't think so.</p> <p>Finally, I work for a nonprofit that supports youth in foster care. I hear all the time at work that a lack of transportation is a barrier that keeps these youth from reaching school, work, academic activities, and social services. These are youth who have already had much of their lives disrupted through no fault of their own. They are half as likely as their non-foster peers to graduate from high school. What will these children do when the public transit they rely on to get to class is cut? If an at-risk youth's bus skips their stop in the morning because it's overcrowded due to cuts, do you think that youth is going to always wait 15 to 30 minutes for the next bus? No. They will probably think more about skipping class than dealing with the consequences of arriving late. We need to encourage our youth to go to school by making it easy, not by discouraging them and beating down their spirits even more through transit cuts.</p> <p>I have lived without a car in Cape Town, Madrid, Washington D.C., and San Francisco, and I can tell you that compared to other major cities Seattle's public transit service is already sub-par. Seattle is a crucial economic hub, and cutting public transportation is like constricting the arteries that move the lifeblood of our city and state -- our human, physical, and financial capital. State officials need to give counties and municipalities a local option to fund transportation infrastructure that suits each community's needs. Holding our transportation bill hostage is shameful. Pass a bill that gives our communities a fair amount of money to fund local transportation initiatives.</p>
<p>Metro transit is an essential part of my daily commute. I elected to sell my car, as various metro options have made the city accessible. Reducing service, such as the proposed cuts, will greatly impact my commuting choices, including potentially repurchasing a personal vehicle to drive to work each day (by myself).</p>
<p>Seattle is experiencing more and more congestion with the influx of new jobs. The highways can barely withstand the amount of vehicles now, especially on the bridges and intersection lanes (getting on the 99 or the 5, for example). Cutting buses will increase this traffic with the additional amount of vehicles. Seattle needs to increase public transport and it becomes an increasingly metropolitan city with population, jobs, salaries to match.</p> <p>As a city seen as being environmentalall conscious, the city needs to promote more public transit. Many of the people I know would prefer to take public transportation if the routes were more convenient.</p>
<p>Metro transit eases gridlock, reduces transportation infrastructure costs, and makes King County a more attractive place to live, work, start a business. Provided that Metro is being run as efficiently as possible (which I'm not in a position to evaluate), it should receive more funding, not less.</p>
<p>I moved where I did because of access to the 242 and 41 near my house. I am very disappointed that the 242 is on the to be deleted list. I will likely drive more as I don't want to have to take multiple buses to get to work.</p>

<p>Service cuts will impact everyone who uses streets and highways. If these cuts go into effect I will have no express route to downtown which could double my commute time. One way to cut traffic is to mandate that businesses allow telecommuting. I wish we could go back to an excise tax for car registration based on price. That was fair and was working; the transit system was almost to the point of being useful all day rather than mostly for commute times. Gas tax is another way, but it hits even the poor. How about cutting the salaries of every government official making more than \$100,000 a year? Paying a football coach 2.5 million when the governer makes 160,000 is simply insane. Get rid of all the state school football programs and invest that money in things that benefit everyone.</p>
<p>Service needs to be about ridership volumes, and about the physical capacity of the system to deliver on schedules and rider loads. There's got to be an assessment of what defines critical mass of ridership that justifies service. Empty buses serve no one, and it may be that buses with less than some number of people on a given route don't have critical mass. On the other hand, a couple of routes I observe daily during commute hours are the 255 and 271. At peak times, these buses are scheduled so close to each other, 10-12 minutes apart, that they just can't meet the schedule. I'll often see two 271s or 255s following each other, within view of each other, because that tight of a scheduling difference can't be maintained by the drivers in real time and real traffic. So the first one's full and the second one is dead heading, 30 seconds apart.</p>
<p>We should be using less money on far-out routes that barely get any use and increase the routes in the city. The busses are PACKED. I quit riding them!</p>
<p>Many people I know rely on Metro service to get to work everyday. I ride the 242 every weekday, there are really no other workable options from my house to place of work. Eliminating that Metro service would likely lead to me having to drive across 520 everyday. Add in all the other commuters forced into the same position and I would expect a major increase in congestion on our highways everyday. I really hope funding can be found for essential transit services.</p>
<p>Not directly per se, but I'm surprised to see the deletion of route 167. I've taken this route a few times and it seems like a busy one, I'm surprised Metro wouldn't reduce service, and keep a few 167s running. It seems like a busy route and I know it serves a busy area. I guess I'd like to suggest Metro analyze ridership based on ORCA passes and make sure it's not going to be putting more people on the road. I think a reduction to routes is better than completely doing away with them. I think most riders would adjust their schedules to catch a bus earlier or later vs. having to not take the bus all together and drive.</p>
<p>I need the 235 and the 238. The only bus that goes to where I live is the 235 and the only bus I can take to school is the 238. I need these buses to stay.</p>
<p>Functional public transit is ESSENTIAL for a diverse workforce, reducing environmental impact, and investing for the future of cities. It is not sustainable to fund a city based on easy movement of single occupancy vehicles. Please fund public transit that is functional and attractive for the majority of citizens based on a tax that is not regressive like sales tax.</p>
<p>I don't understand why you would decrease service on routes where the buses are always filled to capacity and beyond. For example, the 17 and 18 Express routes are always full and people have to stand. Why would you reduce the number of runs for these routes? The number 12 bus going eastbound in the morning serves many people including those who get off the ferry and need a ride up the hill. Why are you changing that route?</p>
<p>Transit service is important to the quality of life in the city.</p>

<p>Please do not delete the 74 bus route. It's the only way a lot of us have to get home from downtown seattle. I see also that the 30 is up for deletion. This will mean I have NO way to get to or from work and I will HAVE to start driving. This is a disaster. I don't understand why the SouthEnd doesn't have more lines cut or reduced ... they can take the Sounder into Seattle. In the northend, we are screwed. Not acceptable. Please do not do this.</p>
<p>Increasing funding for Metro service is necessary to maintain service for all routes.</p>
<p>I have ridden the bus for over 15 years now for my daily commute to work downtown from NE Seattle area, catching the bus either at Greenlake Park and Ride or on Lake City Way. My ORCA card is provided by King County, my employer, which I appreciate as a benefit to employees and a way to reduce cars coming into Seattle. However, this past year, I started driving again because almost anytime I take the bus, it is full, and most of the time I end up standing in the aisle for the commute (I catch the bus at one of the last 3-4 stops on Lake City Way). As a regular commuter, I am tired of always having to stand, or ride on a bus packed to capacity. I don't like the choice to drive, which costs me money and increases traffic on the roads, but I can get to work faster if I drive, and I can't stand commuting on a bus that is always packed anymore. I am willing to ride the bus daily, but don't want to ride a full bus and have to stand, so the proposed reductions, including route(s) on Lake City Way (306) will mean I will likely drive my own car more often. I think other commuters will do the same, which is not good for our area. Also, with the buses traveling in the same lanes cars use (true for commute from NE Seattle to downtown, except at the HOV exits at the end) even the benefit of faster travel by bus is lost but not sure there is a fix for this given current roads.</p>
<p>Raise the fares. I keep hearing that raising the fares is not being considered because it will impact the low income riders, but not having a bus route will impact them even more. If I have the choice of cutting back on something to pay an increased bus fare versus not being able to get to work/groceries at all, the higher fare is a better option.</p>
<p>I ride the bus an hour each way for work from North Seattle to the SODO area and it takes quite a bit of commitment, especially considering driving provides a commute at half the time. If my bus service changes to adding a transfer or becomes longer, I will no longer be able to commit to riding the bus since I am primarily doing it in interest of reducing congestion and environmental reasons.</p>
<p>How serious is Seattle about mass transit? I just got to say, this is really screwed up...</p>
<p>I am extremely concerned about the proposal to delete the 5X bus route. I use this route each day to go to and from work. The bus is always very full and 99% of the time passengers are standing because there are no seats. To delete this route would be a disaster. For an example, you should look no further than the recent Veteran's Day holiday, when the bus route was not running, but many people still had to get to work. I took the route 5 as an alternative, and the bus was full by the 46th and Phinney stop. The bus driver was forced to leave passengers at all subsequent stops because the bus could not accomodate more passengers. At least 20 passengers were left at their stop with no bus service. This is a valuable route and it should continue to serve the residents of Fremont/Phinney/Greenwood. Please reconsider deleting this route. Thank you.</p>
<p>Cutting funding for Metro and bus service cuts will hurt populations that need bus service the most.</p>
<p>West seattle needs light rail. I've given up on bus from west seattle.</p>

Increase tax on the 1%
A lot of people ride the twelve and by eliminating its service you would be losing a lot of costumers. The twelve is very useful and I take it everyday. It is one thing that I couldnt live with out.
Increasing mass transit funding and services is the right way to go in the context of climate change, dwindling resources, and social equity. We need to give citizens alternative modes of transportation to get them to use their cars less, conserving oil and slowing global warming. It is also a matter of social justice - the most vulnerable people depend upon mass transit, and people with disabilities need service that get them where they need to go without making it more difficult than it already is.
There are so many budgets that would be cut that induce people to take the bus because they go directly into neighborhoods and not just on arterials. An example of this is the 68 and the 72 which are slated for deletion. The 68 is a great bus for the weekdays and Saturdays to get from the eastern part of the University District/U Village/Bryant/Wedgewood to Northgate and back. I see a lot of elderly people on the 68 and 72 bus (I'm 60 but able bodied at this time). They need the buses that go through neighborhoods.
The poorer residents of the area are disportionately and uequitably affected by these cuts - more is spent as a percentage of income on sales tax and often transit is the only viable solution for earning a working wage. By making these cuts, racial and social injustice is perpetuated - reducing the ability to get to a job or get an education. Additionally, these cuts will force those with a vehicle to drive more, leading to more congestion and more carbon.
Traffic and parking in Seattle is getting worse and worse. This is not the time to cut back on bus service.
Metro service is very important to me and the region as a whole. I would gladly pay more (car tabs, real estate taxes, etc.) to ensure adequate levels of service.
While I am not a frequent Metro user, I am a coach for a local high school rowing team. Our team has 100 athletes on it and the majority cannot drive. They rely on the bus service, particularly Route 12 headed downtown from Capitol Hill, to get to practice. The propesd cuts will have a huge impact on those riders as well as our ability to provide a noncut athletic opportunity to students. I hope an alternative to cutting routes can be found. Thanks!
Please keep the Route 12 bus line all the way to Interlaken Park on 19th Ave East. It services 2 schools every day.
Please keep the #12 route. My daughter uses it daily during the work week to get to/from school & my office. This would be a horrible burden for families.
The 26/28 are incredibly crowded going from Fremont to downtown Seattle in the morning, it makes 0 sense to cut this
I'd like to ask that they not cut #12 service. I depend on this route to get home every day.
You shouldn't have wasted all that money on the C and D-lines because it honestly didn't help with anything.
Please keep the 12 bus stop on 19th Ave East north of East Madison
I use the #12 bus on a consistent basis because I go to school on Capitol Hill. I don't know what I would do if service was cancelled on 19th street.

<p>In a city which encourages fewer cars on the road, it is imperative that the metro bus system continues to work to accommodate commuters throughout the city.</p>
<p>Please do not eliminate the #12 bus run. As an faculty member and former parent at Holy Names Academy, this route is used extensively by our community. Our nationally recognized, award winning school brings more than 700 students and employees into our Capitol Hill neighborhood every day during the school year. Parking is already strained in our area, and the elimination of this bus run would negatively impact our community in a very significant way. Please do not eliminate this vital bus run.</p>
<p>Please do NOT cut the #12 route between E Madison and E Galer</p>
<p>Do not reduce the #12 route, especially onto 19th Ave E. It is the bus I ride the most and I live on 19th. Also, the local schools depend on this route.</p>
<p>I sent this email message to Metro customer service: Hello, I am writing in to let you know that I do not want Metro to cut any service to the Metro Route #12 in north Capitol Hill. Cuts to this route along the north end of 19th would make my commute at least an extra 15-20 minutes longer and enable either a walk I can't do or an additional transfer. Metro needs to take into account that 19th Ave East around Mercer is a currently developing small business district. Not that the new condo building is opening, and a new Pike/Pine like market will be opening in the building, along with a new restaurant by Linda Dershang, which like Oddfellows and Lindas Tavern always brings in new people, this route will continue to generate new economic activity and bring more people into the area. Part of the Mayor's plan in the last few years. The last thing it needs to improve its growth is the halt of public transportation to the area. Especially since parking is going to be an issue up here, this elimination does not make sense. Please do not cut this service along 19th Ave East to Aloha. This is the heart of the up and coming 19th Avenue East business district. Thank you! Cresdan Maite -- Cresdan Maite cresdanmaite@gmail.com 206-538-1706</p>
<p>Public transportation must be better supported by public funds. The metro service has experienced cut after cut after cut for many years. I have personally been affected by fare hikes and service cuts resulting in daily costs of up to \$9/day to commute from home to work and back, and an increase of my commute from 75 minutes to 150 minutes, in addition to having to stand on the severely crowded buses on my way to and from work in the U district. The proposed cuts would also strand me 30+ miles from home at nights due to services ending earlier. Metro funding needs to be a priority to allow people to commute to school or work and back home without being stranded at night or unable to get to work on weekends. Keep us moving forward & find the funding metro needs.</p>
<p>Deleting the 909 dart route would be harmful for my commute to work. The route always seems to be full the drivers are always helpful and kind. Please preserve route 909!!</p>

<p>I have been a loyal bus rider for the past 6-8 years after driving solo to work in Seattle from Redmond for over 20 years. Metro cut backs make that commitment difficult. I previously rode route 266 which was cancelled. I've been riding route 265 for the past few years and now it is to be cancelled. I would switch to ride the B Line to Overlake or Redmond TC and then transfer to a bus to Seattle, except I live 1 mile from the nearest B line stop currently. There is a 20 block stretch between NE 51st St and NE Old Redmond Way (70th St). this is by far the longest stretch with no stops on the entire B Line. Since you feel you have to cut out Route 265 please add a stop at NE 61st by re-using the existing stop to be abandoned by Route 265. This would put a new B line stop 1/2 way between the next closest stops. I would still be 10 blocks either way to the next stop. On much of the B Line route, stops are only 5-6 blocks apart except for this one residential section. Thank you.</p>
<p>Metro buses are my primary form of transportation. Without a car, I rely on busing and biking to get where I need to go. This includes school, work, city offices, and stores. If funding for buses is cut, it means I can't go where I need to, do what I need to, or buy what I need to without it severely impacting my time and therefore my own personal budget. If I cannot get to a store, it means I cannot spend my money there, which is bad for local economy. Reduction in transit service has a huge negative impact on not just my life, but those connected to me.</p>
<p>Please don't change the service to Woodinville, it is nearly impossible to get to and from there as it is, and many people rely on that bus service.</p>
<p>Continue improving efficiency by consolidating redundant service and by using smaller buses on less-traveled routes. Create new funding sources. Especially, propose new tax measures to the voters. It might work best if these taxes are proposed to and collected by individual cities within King County, for use on bus routes serving those cities. Seattle will be more likely to retain a high level of funding for bus service if only voters in Seattle, rather than all of King County, are asked to vote to increase taxes. When proposing these taxes, remind voters that reducing bus service impacts everyone, even people who never ride a bus, by increasing congestion on streets and highways.</p>
<p>With the proposed cuts I've reviewed, I would lose my job. No way to get to work. Unfortunately I don't have a good enough job to afford a vehicle. With no way to get to work I would lose my home and everything I own. I'm sure there are plenty of people in the same situation. I believe the extinguishing these routes will add thousands of people to the already stressed state assistance programs and push the state of Washington into a financial downward spiral that could take generations to recover. I would like to urge our ELECTED officials to let the people work. Metro should be increasing it's service so even more people can get to work and more money gets put into the states economy. This is truly a case of build it and they will come. So many people's livelihoods depend on Metro. Please don't kill off our state just when things are starting to get better. Sincerely, William Crammatte (44)</p>
<p>Make routes more direct. i.e. your proposed 106 will be more efficient and faster if it travels directly to Henderson via Renton Ave S, instead of making a detour via Rainier Ave and Henderson st. Connect routes in corridors into a one route, space bus stops apart, so it travels faster and is more productive: i.e. 106 and 8 can be one route. 140 and 105 can be one route. 169 and 240 can be one route. Reduce frequency after spacing the bus stops in these corridors... but keep the service running all day. Get rid of feeder routes, and invest that money into Access program. Most people who use feeder routes like 107 are disabled and on medicaid. It will be more reliable and safe for passengers because there are no transfers, and will cost less to operate with less stops, less labor, and less vehicles.</p>

<p>By taking the bus and reducing the amount of cars on the road our lungs are healthier and other drivers are more safe. There are those who also depend on the bus for transit, such as disabled persons and those who cannot drive. Mass transit should be a priority for our elected officials if they are to truly represent everyone.</p>
<p>Yes. Please consider adding additional service to unincorporated King County. Please do not eliminate the bus stops on the Bellevue College campus. More than 1500 people use the stops on the 271 and the 245 every day, including many students who have no other form of transportation.</p>
<p>Metro bus service in most areas of Seattle is already over-capacity during peak hours. Many passengers waiting at bus stops now are being passed by full buses. It is no longer a question of getting a seat or not, it is a question of whether the bus will stop and allow you to get on. Creative funding solutions should be considered, such as special tax assessment districts for developers/land owners in areas that are seeing unprecedented growth, such as South Lake Union (Amazon employees put a big strain on the few South Lake Union bus routes) Ballard, and Capitol Hill. My understanding is that this how the streetcar was funded.</p>
<p>Cutting direct service between Issaquah Highlands/Swedish Hospital and First Hill really has negative impact on low income ill patients who often need to go between locations to seek speciality care. Employees also need to go between these campuses. Also, Issaquah Highlands is a rapidly growing area and decreasing service availability here seems quite short sighted.</p>
<p>I am very disappointed with the number of proposed cuts in Capitol Hill. This is a neighborhood where a great number of residents do not own cars because a) the transit is (was) so good and b) there is not adequate parking to accommodate cars for all residents in the area, or even half. Reducing service and, in my case, cutting the line I use to go to work, in a neighborhood with a high concentration of people who do not own cars seems ill-conceived to say the least. While I can't speak to the middle of the day, the 47 is packed front to back in the morning and evening. To say it's not a frequently used route is just absurd to me.</p>
<p>Of the \$798 mil adjustment these past several years 31% came from increased fares and taxes while only 7% came from staffing or actual benefit reductions. I'd like to see a comparison of Metro staffing (fulltime and part-time) for 2009 vs. 2013. My company has had about a 20% reduction in staff during this 5 year period. I wonder how Metro staffing levels have changed during these 5 years.</p>
<p>I am dependent on transit for my work commute. I do shift work, and frequently commute at off peak hours. Metro already ignores "off peak" rides (the chart showing how likely a bus is to be on time at various points in the day, decreasing after AM rush and on the weekends is like a map showing how stressful my commutes become over the course of my week, as my shift work also covers weekends). My route passes bottlenecks and construction reroutes. It is very important to me to be able to predict when it will arrive. Please continue to keep some focus on preserving off-peak runs. So many transit dependent commuters are retail and food service workers, like myself, who are often commuting to places other than in/out of downtown during rush hour.</p>
<p>Quite a few Boeing, Alaska Airlines, Fed Ex, and BECU employees ride the DART 913 daily. If you cut this route, we'll be forced to ride the 150 from the train station to work, and you are indicating that route will be changing, as yet undefined, evidently. These changes will force some of us to start driving to work again. I have enjoyed reading the train for 9 years. Mike Reed</p>

<p>It is frustrating to see the 121, 122, and 123 bringing us downtown being decreased. these busses are nearly full, sometimes standing room only every morning. Meanwhile, I watch the 120 come more frequently and is always nearly empty! It seems with re-prioritizing, everyone could be better served!</p>
<p>Please do not eliminate routes - you could selectively reduce and still accomplish some savings. If you do eliminate some routes, many of us will now have to take 2 rather than 1 bus to get to our destination. Please do better to coordinate stops and bus timings. 245/255 for example at Google - the stops are a block apart and you often miss the 255 if heading in to Seattle by just a minute or two. Better training for drivers to wait for connectors. Increased satisfaction will increase ridership and \$ for the TA.</p>
<p>Do not cut the 125! It was an amazing bus when it went all the way from Shorewood to Capitol Hill. Then you guys cut its service to only going from Westwood to 3rd Ave. This bus is so useful to many people in the West Seattle/Highland Park area. Please do not get rid of it.</p>
<p>I currently take the 193 and park from the Interurban P&R. This stop is the busiest stop and has approx 40 people at each morning pickup. The bus is commonly overcrowded. There is no alternative stops to get from Tukwila to 1st hill without long delays. Please do NOT take this stop away! Thanks, Sherri Pitts</p>
<p>Increase fares instead of cutting service. We just bought a house in West Seattle based on an easy Metro commute into downtown. Our commute is subsidized by our employers. Mass transit has many benefits, and by cutting service the traffic increase will bring much more gridlock and pollution to our city.</p>
<p>Creating bike lanes and bus lanes and redesigning buses and bus stops is not as important as keeping buses on the road to provide service. Put the money where it matters most.</p>
<p>I take the 28 express from Crown Hill to downtown Seattle (and back) every day. Periodically, I'll take the Rapid Ride D instead. In both cases, the bus is completely full halfway through the trip. On my return trip, it starts full and I need to stand, shoulder-to-shoulder with the other riders, for the first 30 minutes of the trip. Decreasing service would only make this worse. It would increase the time at stops as riders struggle to get out through the mass of people, and it would increase the chance that I and others can't get on the bus at all. Combined, this has the possibility of greatly increasing my commute from an already long 45 minutes.</p>
<p>Please do not increase funding w car tabs. It is the working people who suffer most w bus service cuts, especially if they have more than one job. Learning new bus routes, time tables, etc make it a challenge for even seasoned bus riders. By cutting service Metro is also detouring new riders. Modify routes when necessary but please try not to cut routes out completely. Empty or near empty buses are not a sight anyone wants to see, nor do bus riders want standing room only - a.m/p.m. rush hours are a key link to Metro's success. Make that time a priority for Metro. Thanks</p>
<p>The buses are already way overcrowded and the parking lots are full!</p>

<p>I moved to Seattle a year ago. One of the very appealing reasons was because Seattle is such a green city. In order for Seattle to grow further as a greener city metro services should be growing, not be cut. I work for Seattle Children's Hospital and they are strong advocates of using bus services. There are many other companies and nonprofits Seattle wide that believe in this as well. Can't we look to these companies that advocate bus use?</p>
<p>I lived in the greater Seattle area for two years without needing to buy a car. Upon leaving Microsoft to work for a school, I lost Microsoft's funded transit system. In order to reduce my rent, I moved out of Capital Hill to Crown Hill (which is also closer to the school). I stopped riding the bus as I no longer lived in a location that was serviced by many routes, that ran frequently, and got me places quickly. What's key is that before I was able to utilize a mix of Car2Go, ZipCar, and a lot of fast convenient rides on the bus. While I still have access to plenty of Car2Gos (which is what I primarily used over ZipCar for day-to-day, unexpected uses such as being late to work), I had to purchase a car as I can no longer easily bus to my friends and family as we no longer live in downtown or CapHill. We all live about the same distance apart as we have always, we just don't have the bus routes to get us between our locations!</p>
<p>Expand funding! Increase long distance / express services. Create late night / bar close route for nightlife centers (Belltown, Capitol Hill, etc.).</p>
<p>Your number-crunching analysis and ensuing increase of the RapidRide services illustrate how you have no clue what the commuting needs of Seattle are. You should be ashamed of how you are directly affecting the daily commute of so many employed people who just need to get to work. FUCK YOU!</p>
<p>Yes, repurpose the \$25 million spent on a few hundred daily water taxi riders and fund the buses that move thousands of people across the metropolitan area.</p>
<p>Our elected officials really need to figure this out. I have lived in Seattle all of my life and have never driven a car since we have great bus service. When I was younger I was able to ride my bike. Now at almost 50 I'm actually considering learning to drive and buying a car. For the past 5 years I have commuted to work from Ballard to Renton averaging 1.45 hours and 4 buses. With the last major cutbacks with the 153 this often meant a walk from the S Renton PnR of a mile. Then the D line went in in Ballard and service getting home to Sunset Hill created more wait time and more connections. Now I'm commuting from Ballrd to Bellevue College 2 buses 1.45 hrs. If service is sut coming into campus, this means I'd have to walk significantly further with a new knee replacement. What options will disabled students have? Walking up the hill from the Eastgate PnR? or waiting another 30 minutes because the buses are not timed well so you miss the connection of the buses coming up the hill on the backside of campus. Yep, seriously considering learning to drive and buying a car. Truely not I envisioned for the next chapter of my life.</p>

<p>While public transport may not be the most glamorous issue among the many that we face in our lives, better public transportation improves our communities and through this, our quality of life. It is neither a service strictly for the elderly and poor, nor for people with "no choice." Rather, public transportation is a service for people who would like an alternative from private car/motorcycle/taxi transportation -- even if we had to pay a tiered fare structure (based on distance or peak time of day) to do so. A network of reliable, frequent, well-connected bus service makes the roads safer by alleviating congestion and offering a cost-effective, environmentally friendly alternative to cars and motorcycles. On average, just one bus on the road equals 53 fewer cars or motorcycles on the road. Current and/or expanded levels of services are well in the purview of local councils and state governments, who have goals to meet in safety, mobility, accessibility, quality of life, economic competitiveness and environmental health. A lack of options and very slow frequencies (more than 1 hour) between buses is simply unacceptable and does not encourage people to use public transportation. I appreciate that you are calling on us to help make decisions on bus service.</p>
<p>Buses are an important part of the economy, allowing employees to commute to work, and students to school. They allow low-income and handicapped people the ability to work full-time even if they can't afford or use a car. Buses are good environmentally, and reduce the amount of people on the highway. Metro employees many people, and a cut for Metro is a cut for jobs, both directly with Metro's employees, and those who are not able to commute without the bus</p>
<p>Reduction in service won't encourage new riders to change commute habits. If we have less commuting options via public transport, more we have to wait in bus stops and transit centers. That won't help to improve traffic on our congested roads.</p>
<p>There are many people who rely on Metro transit for transportation. By eliminating routes and cutting services, people will not be able to afford to get to places like work or school. As a student, I rely heavily on Metro transit to get me from Mercer Island to University of Washington. Without Metro, I would be forced to take out more loan money in order to pay for an alternate way for me to get to school. When I graduate from school, I am hoping to get a job at one of the hospitals in downtown Seattle. Without Metro, I will have to rethink this plan, and consider moving to a different area or state that has better accessibility and transportation to businesses.</p>
<p>I am a voice for Bellevue college, please do not cut the 271 and 245 bus routes. Thank you!</p>
<p>Public transportation is a boon for our city and community - it is vital that it be protected an preserved.</p>
<p>Cutting off routes 21 and 22 to West Seattle will have a MAJOR negative impact on traffic between West Seattle and downtown and will leave a lot of people scrambling to get to and from work.</p>

When was the last time metros budget was audited . Is the money being used wisely. It seems to me the more money that is available metro doesn't have enough. Fares went up and ridership to my eyes has gone up. The routes I ride are always packed. The changes are going to effect me. I ride the 178 in the afternoon and it is full. You are proposing to combine four south sound routes in the afternoon into one. Those buses are always full! What are you thinking? Even if you have more of the 177 runs it is not going to get the job done. Has anyone done the math? I have been riding for the last 12 years and have gone with the flow and changes to this point but this change is crazy. I moved to a different park and ride because you stopped having the 193 pick the riders up at the parking ride. I have arthritis and can't walk well and stand out in the cold. Ok , fine i adjusted . Because I had to change my park and ride in the morning I couldn't take the 190 in the pm because it doesn't go to the park and ride that my car is at,so I started riding the 178 in the pm and had the 177 as a back up . Now, with your changes the 190 and 178 are going away. I get up at 4am to catch the 193 at 5:28 and have been taking the 178 at 3:40 pm . My day is already long enough! More and more people are going to opt to drive which is going to defeat the whole decrease the traffic on I-5 thing. More cars, more pollution and wear and tear on the roads.the traffic is bad with the buses! I hope that who ever is making these changes and decisions will take a very close look at all the numbers and make the right decisions .

More stable funding! Continue to tax car tabs.

I live in the Upper Rainier Beach area, and I normally don't post or write things about transportation issues but public transportation has gotten so bad that I want to say something for my neighborhood, Upper Rainier Beach/Skyway.

Metro bus transportation has always been very difficult to use in Skyway, and has become even more difficult to use over the last several years due to route cuts, restructuring, etc. I work near Seattle Center, and at this time, it takes three buses to get to work (the 107, 106, 13 - that's six buses and 3 hours per day, round trip). It takes approximately 1 hour round trip when I drive. We only live 11 miles from downtown Seattle - why does it take 1.5 hours to get there? The current 107 route for our neighborhood is useless. It just picks people up from the top of the hill and drops them off at the bottom of the hill! Everyone has to wait at the bottom of the hill for a bus to take them where they need to go and most of us need to get to downtown Seattle.

As much as I'd like to utilize public transportation, needing to get off and on three buses each way makes it nearly impossible for anyone in our neighborhood to use Metro's services efficiently, let alone rely on it.

We have college students that need to get to school daily, and the first thing I've had to tell them is to not rely on Metro service, and to buy a car if they want to live at home. The students attend Seattle University, a 40 minute drive round trip via car. It would take almost 3 hours, on six buses round trip on Metro. That's a lot of time waiting outside and on a bus that they could use to become more productive citizens.

Our grandmother who is disabled, has to rely on us and taxis because of the lack of Metro bus service in our area. She has medical appointments to get to, and her needing to wait outside in the rain for six buses a day to get to a hospital and back home is not right.

We are fortunate enough to not need to rely on Metro service. We made the decision to live here even though efficient public transportation is not readily available but many of our neighbors do rely on Metro.

It is that people who live further away, like Federal Way, can get to downtown Seattle faster than I can using Metro's services, especially when our address says Seattle, and we pay taxes to Seattle. I hope that one day, even with these budget cuts, Metro will service a route that goes from Upper Rainier

Beach/Skyway through downtown Seattle.
I rely on routes 14 and 24/33 to get to and from work. Without consistent service I would not be able to get to and from my jobs.
Please do not cut the 21 route to downtown from 35th Ave. SW in West Seattle. That bus is packed and cutting it would just make it worse on the C line or 55 which are both already standing room only!!
Please do not take away our bus stops on Bellevue College campus. Please support students and education for our future!
Please keep Route 16 as it is now. The Northgate area is a popular destination for shopping, medical appts, etc. Elected officials can't expect citizens to ride busses if they continue decreasing service.
Leave the service to Bellevue College as it is, do not reduce it.
It is good to travel by metro transport. It's a good ride.
please don't reduce the 28 or 5 bus routes. they are widely used by commuters and residents daily.

<p>Cutting bus service funding is like cutting off your arm to lose weight...not a rational decision. It will both increase costs and reduce revenues and is short-sighted at best. Displaced bus riders will get into cars and clog up roads costing businesses profits and reducing the taxes they pay. (Or they lose their jobs and go on the dole.) Increased traffic costs State, County and City money for increased police, emergency and road repair services. In short, funding buses is a good investment of public monies and will pay for itself in increased taxes and reduced costs.</p>
<p>Keep the bus routes through Cap Hill with no cuts in service. This is a dense area, with even more being built, and no parking spaces as a building requirement. The 49 bus that runs to the UW and Seattle Central is vital. The bus is packed full even with articulated 2 bus combo for standing room only. Without extensive bus service thru Cap Hill, the drunk driving population will increase, as well as possible effects on rentals without bus service.</p>
<p>More, not less service. More service to rural communities. More service during the day for elderly riders. More frequent trips during peak times.</p>
<p>Metro Bus is my primary transportation to go to places here in Bellevue, especially to Bellevue College everyday. I oppose the proposal of eliminating the Bellevue College campus bus stops that serve 55% of College transit riders. The bus stops are well used and needed, so why cut off these bus stops that will certainly hinder students' commute to school.</p>
<p>Cutting Metro funding is not going to solve anything. The current state of public transit is pathetic and this is not a solution.</p>
<p>VERY disappointed with the funding for metro. The elimination of such a LARGE number of routes will eliminate any DIRECT metro service along the I-90 corridor to Seattle Hospitals - Harborview, Virginia Mason, Swedish, Minor & James. Rider will be forced to transfer buses or walk .5 miles uphill. How is that fair to elderly, disabled or ill people?</p>
<p>The Metro should continue to run. This is a great service for many people who constantly uses the Metro as a way to get to their destination.</p>
<p>Cutting service will not only mean more crowded buses, it will also lead to more people choosing to use private vehicles for transportation. Seattle does not need more cars on the road.</p>
<p>Metro is my primary mode of transportation. I know it is the same for many of my friends. If you cut service it will cause me and hundreds of others to drive causing an increase in traffic.</p>
<p>I think Metro should save money on gas. Several bus drivers used the heater or air conditioning when there is no need; or they leave the engine on when they stop to use the restroom. I am aware that these actions won't save the budget, but they will for sure help to save some extra money.</p>
<p>Our Metro services are directly linked to the educational productivity of many of King County's students and educational staff. Rather than cut back on transportation, we need you to invest more money and time into making it work better, serve more stops and to serve them more frequently. The only times I have ever been at risk of becoming the victim of a crime is after missing a "late" bus home from Seattle. Better transit services help keep people safe and productive.</p>
<p>As a student of Bellevue College, I take two buses to get to my school since I live in Redmond. If the proposed reductions are made, I might not be able to go to school anymore since I have no access to a car and the walk would be around 3 hours. I'm sure plenty of other students have this same concern and the question is if the money saved from transportation is worth the amount of money lost from students not being able to go to school anymore.</p>

<p>I take two buses from West Seattle to Capitol Hill with a transfer in downtown. On a good day it already takes me 40 minutes. The buses are overcrowded to the point of being dangerous. Reducing bus service will make my travel so long that I will start driving my car in.</p>
<p>A robust public transportation system in King County, as well as the entire Puget Sound area, is absolutely essential to retain a vibrant regional economy with a high quality of life. Public transportation aligns with city, county and state environmental sustainability goals, as well as the state Commute Trip Reduction program which aims to reduce congestion, pollution, and fuel use by encouraging non-drive-alone commuting. It makes no sense to sabotage these important initiatives by crippling services as important as public transportation.</p> <p>Our region is growing, for better or worse, and our transportation infrastructure will not effectively support that growth at its current levels. The situation will be worse with a lower level of infrastructure. On a personal level, my family would go from a one-car family to a two-car family if proposed cuts were implemented. Many in my neighborhood are in the same situation - congestion will increase, and air quality will decrease, and we will feel these impacts directly. We are a solidly middle class family, and can handle the financial challenges. Others will be less fortunate, and our region will suffer as a whole. This is an issue in par with emergency services in terms of its level of importance, in my opinion. Please take action to ensure that we increase, not decrease, the level of service, and support a healthy local environment and economy.</p> <p>Thank you for your time and consideration, Charles Bowers Lake Forest Park, WA</p>
<p>please do not cut the 72. the rapid ride buses are not worth it.</p>
<p>Funding for Metro transit should be a priority. Many low income families of the greater Seattle area rely on it to get to work or school. Decreasing service will make their already difficult lives harder and cause more congestion on the road.</p>
<p>The Sound Transit buses rom Bellevue north are packed. We need more service!</p>
<p>Our elected officials must find a coordinated approach to building infrastructure. A highly reliable, consistently available transportation system for moving people and freight is going to require quality roads, transit systems (like Metro/Sound Trasit Buses and light rail) that give people viable options other than using their cars so that the quality roads are not so congested and an integrated approach to property development so that demand for access to roads and transit options can be predictable and manageable. The hodge-podge of state, county and local planning has failed us and our leaders must put aside their parochial interests and plan for the big picture.</p>
<p>It is important to realize that supporting public transportation benefits everyone that uses public roads by decreasing single occupancy traffic.</p>
<p>Tell the Senate to pass the bill to fund transit now!</p>
<p>Reducing and cutting service, bus service in particular, should not be an option going forward. Right now, the bus system in and around Seattle is as thin as it can possibly be while still providing a less than desirable, but reasonable means of getting around. Reducing further will put people that are now riding the bus into cars and would put-off would-be riders even further. NO FURTHER CUTS OR REDUCTIONS. If anything, the county should be FINDING ways to maintain, if not increase, bus service even (if the pie remains the same size) at the cost of other county services. Personally, and for many other voters that work at the Federal Center South, cutting reverse peak Route 121 is a big mistake -- this is a well used and needed route.</p>

<p>With the expansion of light rail and street car options, the shift it to cleaner transportation options. It is short sighted to think that expanding bus service is the answer to transit demands. Smart cities grow with smart transit solutions. Bus is not one of those. Seattle and greater Seattle's shift is already moving towards rail. Metro needs to recognize this and plan smartly for a shift in thinking and ridership.</p>
<p>In Snoqualmie Valley we only have 3 options for a bus out of town. One, the 215. It only runs early in AM and late in PM. The 215 does not stop in Issaquah, but goes directly into Seattle. This bus route has been in existence for a few years. It services the whiney, well-off Snoqualmie Ridge clientele - many of whom have gas-guzzling SUV's that can't fit in a parking garage in Seattle. The second and third options are the 209/208. This is the bus route that the rest of the Valley uses. The 209 has been our only bus for over 25 years. Recently, the 208 joined the 209 to make a hybrid-route. For the rest of us that don't have the SUV's, the 209 may take a little longer, but it is the ONLY bus that makes stops in Fall City, North Bend, Preston, and Snoqualmie and transfers at the Issaquah Transit Center. It is an essential bus route for a huge demographic of students that attend Bellevue College.</p>
<p>Metro needs to make commuter routes a priority. Better planning - connections, routes, and service.</p>
<p>Please do not cut service to Route 36! It is used a great deal-buses often full, runs often cutting it would do a serious disservice to the many elderly and disabled residents of Beacon Hill!</p>
<p>I believe that metro should funded in a manner that allows future operations to operate without interruption. Budgetary legislation should not make service halt in six months. I do not know the history if it is Metro spending beyond thier budget, making unwise purchases, or wrong priorities, but only haivng 6-8 months of expendible budget is unacceptable. In reality their should be a provision that no agency can spend that much of its budget without having enough in reserves for a minimuj of six months of sustained service.</p>
<p>If you cut routes, it should behoove you to have a solution for the riders on another route</p>
<p>I use the bus to go down town. Many of my neighbors rely on it to go to work. The 71 to town has always been well utilized by people commuting to work. The proposed cuts will basically eliminate access for people in this neighborhood. When I was younger I had a job in Greenwood. It took me three transfers and two hours to come home. The ride by car was 15 minutes. At that time you could at least travel efficiently North and South on the bus. With the cuts it will take multiple transfers and more time. You will increase traffic congestion, pollution, family stress, and reduce ridership. It seems to me that we are working backwards. We are being penny wise and pound foolish. I am on a fixed income and pay a senior rate, but I would pay \$1.00 instead of 75cents. But I also expect those in charge to be respectful of the monies we have already payed and make sure it is used wisely.</p>
<p>Seattle is a major metropolitan area and efficient transit is critical to its continued growth</p>
<p>If Metro needs to cut routes, then cut the least used routes. Please retain the most used routes.</p>
<p>I think that the routes to be maintained or increased need to be prioritized.</p>

<p>-It's ridiculous for a forward thinking State like Washington to not fund mass transit. -This setback in funding for KCM has a terrible effect on the low income and elderly population. One more strike! -I believe there will be a domino effect to the economy without this funding. -The infrastructure is already squeezed with the thousands of people riding mass transit.</p>
<p>I think the rapid ride lines are a great improvement and they actually make the transition service useful. If the frequency is cut there will need to be an alternative</p>
<p>What about an idea of having a few premium truly-rapid express lines with fewer stops on very popular routes that would have higher fares? Could that help reduce funding issues while still making rides available at a reasonable cost to others?</p>
<p>Metro Transit funding needs to be increased not decreased. The D line has impacted the service I have to and from Ballard and if that is reduced or revised it will impact me even more. Buses now are currently over crowded to the point that they don't stop and pick passengers up or they are so overfull that they are not safe. For a city of our size and with it growing and expanding we need more / better public transportation. You ask the residents to be green, save money and ride the bus, but you do not provide us a transportation system to support that. Less buses and public transportation will only put more cars on the road create even worse traffic then before.</p>
<p>Traffic is becoming unbearable in our area. We need to improve our mass transit options, not reduce them! People who use Metro are mainly those who have been impacted the most by the recession. Please do not deliver another blow to those who are already struggling to make ends meet.</p>
<p>We need to spend more on our transportation in order to support the cities growth</p>
<p>Please don't cut the 28.</p>
<p>Do not cut anything or change routes as this is required transportation for many people with no other options.</p>
<p>The 177, 178 & especially the 179 are always full and standing room only in the morning and evening.</p>
<p>Reducing service is the last thing the Seattle needs, as it works to reduce congestion while increasing density</p>
<p>Do not cut down the number of runs on the 28X. We are packed in like sardines on the way to work. I work with a number of Amazon, Facebook and Microsoft employees. We are crushed in that bus trying to get back and forth to work. Do not cut the 28 entirely. There are a large number of residents in East Ballard that use this as a direct line into the city and as a connection to the East Side of the city through Fremont.</p>
<p>Cutting all transit to any area is unacceptable. People without a vehicle will be unable to get to their workplace.</p>
<p>Our city systems are not aligned if we build apartment buildings without parking spaces (like in West Seattle) and cut bus service (the only transit in West Seattle unless you count a small boat). There have been many studies that show that 20 - 30 year olds don't want to own cars which goes onlong with the city planning but only if transit is in place. Providing transit aligns with our goals to minimize climate change.</p>
<p>Busses are already well over capacity, cutting service will put more cars on the road and cause more congestion. My Rapidride bus at 9:00am had over 120 people on it. Metro needs to find a way to provide the service that they promised. I find it embarrassing to live in a city that can not provide adequate mass transit.</p>

<p>Please do not discontinue the 178 Route unless your are expanding the 177 Route to the last stop of the 178 on 348th. You do not have parking for us at the Transit station and it is highly inconvenient. I would rather pay more money.</p>
<p>don't eliminate the north end of broadview anymore! You have taken away the 29, 28 local and weekend bus trips already! Not all of us can walk to greenwood</p>
<p>Ever since rapid ride went into effect there is no direct route to north admiral area in West Seattle after peak hours, this is a real problem for many of us that live in that area and have to take a C line to the junction then wait for a 50. What use to be a 20-30 minute commute is now an hour or more!</p>
<p>In response to proposed budget cuts, I am completely shocked that TWO routes serving Federal Way are in the routes possibly being deleted. EVERY bus between Seattle and Federal Way is just about always packed, including standing room. Combining the 178/179 with the 177 is going to make it that much more frustrating getting to and from work. I take public transit for a few reasons: 1) It cuts down on greenhouse gas emissions and it's better for the environment (one of the main reasons mass transit pushes for more people to use their services), 2) it saves me money, 3) The more people who use mass transit, the less congestion on the roads which results in less traffic. Taking away this much access between Seattle and Federal Way is only going to increase the amount of bodies on each bus. There have been multiple times people couldn't even get on the bus because there wasn't even room to stand. This will inevitably cause more people to want to drive to work, creating more congestion, creating less revenue for Metro. This will ultimately create more cuts in the future because without customers, you have no business.</p>
<p>City planning is allowing high density development w/ little or no parking requirements. Many of these projects are already built, with many more under construction or in the permitting phase. Cutting back on mass transportation completely negates this attempt at effective density. Also, most routes on the chopping block serve a large number of people who would find getting to the routes left intact extremely difficult. Actions like this are driving people & businesses out of Seattle, leaving these large projects under occupied & fiscally challenged. I think this is how slums come about.</p>
<p>Raise our fares, use the proposed gas tax, keep the excellent bus service. If the service is cut, fewer people will ride as the routes are more crowded, less frequent, and less reliable, increasing congestion and furthering the lack of support and funding for the metro service.</p>
<p>Metro service is my way to work, 5 days a week. This lessons congestion on already congested Seattle/King County roads.</p>
<p>Decreasing service is fighting against my attempts not to drive. I am feeling more pressure to drive every time a bus passes me without stopping, or I end up so tightly packed I have to get off every stop to let people out.</p>
<p>The 17% cut dialog is a moving target! One announcement identifies routes tobe reduced or cut, then the next announcwment identifies different routes. Nothing is consistent! 17% should remain constant.</p>
<p>You cannot cut the 28! It is the only way I get downtown. I do not have a car. I go downtown for work, for the doctor, to see friends, activities. I ride it multiple times a day. It is always crowded. How can you possibly cut the 28?!</p>

<p>The buses are already overcrowded and late. Ridership is at an all time HIGH. Washington is supposed to be progressive. What about our environmental impact? What about our SANITY? Do you drive your car? Do you like the commutes? How can you possibly think it's OK to put MORE cars on the road?!</p>
<p>Please fund the bus!</p>
<p>Have we ever tried more frequent bus lines on lower ridership lines to see if we could get more riders off the road? I'd also love to see a bus from Woodinville down Willows and on to Redmond. In order to get to work I have to carpool to the 132nd carpool exit and catch the 930. Now you're talking about doing away with it.</p>
<p>It's time to make serious decisions about supporting public transit. Do your job and represent the needs of the people who elected you.</p>
<p>Please increase the 14 route</p>
<p>Don't cut service to Ballard</p>
<p>Population is growing in West Seattle, transit should be increased to meet those demands.</p>
<p>When I moved here 20 years ago, Metro service was unprecedented. And since then Metro has expanded and improved more. It is to be admired and grown, not held hostage for special interests. The economic turndown was unfortunate, but it is no excuse. Elected officials should be ashamed of partisan, special interests. I am. And I will be going into your territory to convince your voters you are making horrible decisions for future generations. And I will be talking to young people to get out and vote. You are completely ignoring the upcoming generations and sustainability for our region.</p>
<p>It seems that the streets of Seattle are clogged enough and that reducing bus routes will mean more people will drive their cars and make the streets more crowded.</p>
<p>Ballard is rapidly expanding please increase service to handle population growth</p>
<p>Parking downtown is exorbitantly expensive. You should take a realistic look at what hours people work downtown and provide service that covers those hours (6-9pm).</p>
<p>Cutting bus service directly affects our most marginalized communities: elders, those living with disabilities, and low-income families. It also affects individuals and families who choose to live without a car for financial or environmental reasons. Cutting funding for Metro is the wrong choice for everyone in our community.</p>
<p>Seattle is a growing city with neighborhoods surrounding downtown growing in density. It will a detriment to the city to not have a public transportation system to offer that supports this influx of new people living and needing to commute to downtown.</p>
<p>The 15x is standing room only every day in the morning and evenings. Increased busses would be greatly appreciated.</p>
<p>In regards to the above question, Metro should be decreasing service county-wide in rural and suburban areas, and increasing in increasing urban neighborhoods (Ballard, SLU, downtown Bellevue...)</p>
<p>Public transportation NEEDS to be a countywide, governmental, community priority. This is not just about alternative commute options, but about access to vital services. King County residents rely and depend on Metro for their daily activities. Whether it is getting to and from work at an affordable cost, or getting to a health clinic for care - public transportation is the life blood of this community and needs to be maintained. We owe it to everyone of our residents to either increase or continue funding for Metro transit.</p>
<p>I finally had to buy a car after five years of relying completely on public transit.</p>
<p>fewer busses means more cars and worse traffic</p>

sell advertising space in bus shelters instead of spending money on Art work
Is it possible to generate revenue by buying land next to transit centers and leasing it? See Hong Kong's success story: http://www.theatlantic.com/china/archive/2013/09/the-unique-genius-of-hong-kongs-public-transportation-system/279528/
Cutbacks will be devastating for people who rely on bus service. Even though I don't ride the bus daily, I don't because I am biking or walking. Those times I need a bus, I really need a bus (often after work hours) to get around because I don't own a car. Cutting the RR C line would be painful as it's become a staple to the West Seattle area. Cuts to this line (not even counting the truly horrible potential cut to the 21 line) would be detrimental to the West Seattle community.
I would be willing to pay more for my monthly pass which I get as an employee of UW if this would help keep bus services at current levels. It is also important to fund this properly at the county level. The future is in fewer cars, more transit, better park/ride options.
On general terms, I would rather pay more in taxes, than to reduce transportation services. Some of the cuts may be addressed in the future with increased rail transportation, but the imminent decreases in services will occur before the rail option come into operation.
I'd be willing to pay more (fare increase) in order to drive less frequently.
I read over the changes that Metro has made in order to meet the projected budget levels, I noticed that 100 staff positions were cut, but according to the King County website and the posted annual salaries for some Metro employees in management positions it seems to me that salary cuts should be implemented for anyone making over 80,000. If my bus fare and my property taxes go to pay for metro services i am paying for services not higher salaries. The problem in KC is the high rates people in high levels are paid while being funded by the public. The time for the idea that government jobs are good cause they pay well is over, we need to be sensible and responsible. Do a work flow analysis eliminate duplicated unnecessary position and implement pay cuts for those making over 80,000 a year. I mean with medical and other benefits that means those employees are making over 100,000 per year which in comparison to the entire point of metro which is provide bus service to the public is ridiculous. Hold yourselves accountable, make tough choices and when the public sees you are willing to do that, they will be more willing to fund measure with our property taxes in the future. We are sick of funding ridiculous pay for employees who are accountable to us for the level of professionalism and service.
raise car tab tax
Stop cutting bus routes and service times. This is getting ridiculous.
Kirkland busses, including the routes I ride most which are 260 and 255 are standing room only each morning and evening during normal 9-5 commuting hours. The whole community will be devastated and traffic will increase in Kirkland and along 520 and i-5 if these routes are cut. Realistically with all the development and ridership increasing, service should INCREASE, not decrease. More funding is needed. Cutting service will effect businesses, residents, and commuters. Many people will choose not to work in Seattle if service is cut or reduced.
There is a disconnect between letting new construction buildings have fewer parking spaces and cutting back on bus service

<p>Only fund metro if it's proven to be at least as operationally efficient as Sound Transit. If it hasn't, what can we learn at Metro to be more efficient? Also, where will people go when service is cut? There are many park and rides on the east side that are full by 9a.m.. How will that impact ridership and traffic in the region? How can routes be shorter in time so that it is more of a competitor to driving a person car? A stop every 2 blocks in some locations seems like too much.</p>
<p>Why not do a slight fare increase to help the cost. Maybe do a 25cent increase.</p>
<p>Transit is key to a world class city. Less road building, less cars, more transportation options, especially with the loss of the Viaduct for West Seattle residents.</p>
<p>funding needs to go to improved level of service; RapidRide has been a disappointment for all effected riders because it has noticeably reduced the level of service where it runs.</p>
<p>Your proposed cuts to service leave entire neighborhoods with no service, my neighborhood is one of them. This is unacceptable in a city as big as seattle.</p>
<p>Fund public transit!</p>
<p>I purchased a car after the Metro 28 stopped travelling north of NW 103rd Street.</p>
<p>buses simply MUST be a part of a comprehensive transportation plan for this region. They are far more environmentally conscious, and often far faster than driving. If we're talking about going downtown, busing is infinitely better than driving in traffic and then paying for parking. I ALWAYS take the bus when I am going downtown.</p>
<p>It's vital to have a strong, integrated transit systems in order to reduce traffic, reduce the carbon emissions, transport all citizens regardless of socioeconomic background, an to make this a livable city. As a West Seattle resident who works downtown, metro is critical to my commute.</p>
<p>Current level of service is fine for my needs but I'd hate to see cuts. Also, the days I do have to drive the # of cars far exceeds road capacity and, if done right, I hope expanded/improved bus service could help counter this trend.</p>
<p>As a woman Metro provides a safe way for me to get to work and back. I live in the city and don't have a car. Without metro I would be walking by myself under the west Seattle bridge and through pioneer square at 5:30am and 8:00pm. The homeless population is very aggressive and scary in these areas. This is not a safe option for me. My work schedule is unpredictable and it's very difficult to find a carpool to join. If service gets cut any further I will be forced to buy a car.</p>
<p>Do not cut metro</p>
<p>The system is working, re-evaluate routes and make minimal changes during non-peak hours, don't make us put our car on the road for 10+ additional hours per week...that just stinks.</p>
<p>Metro transit is essential to Seattle's overall growth and a means to deal with the city's urban density.</p>
<p>cutting buses to west seattle with the tunnel construction will be a disaster. surface streets will already be incredibly congested.</p>
<p>Increase tax on car sales and registration of cars.</p>

<p>Please don't cut the routes that service the Cougar Mountain/Lakemont area. After the proposed changes, these areas will be bypassed without even one route. Please at least keep one. Since 210 is servicing Eastgate P&R, there are more people riding this bus. If Metro can keep this route or shorten it to service between Downtown Seattle and Issaquah Transit Center without continuing onto Sammamish, that's fine, too. There are many buses that service Sammamish, but no bus service the Lakemont area. Thank you.</p>
<p>Wow, my neighborhood already has reduced service, with the proposal, there is no way I can use the bus to get to work! Well, I suppose I *could* walk the 2+ miles each way (not even backwards, up hill, in the snow!) to the nearest bus stop, but being female, the walk in the dark is not particularly appealing.</p>
<p>I have been taking bus to/back from work for last 5+ years. The metro service allowed me to afford a lifestyle without car for more than 5 years. With the current cuts, I am considering buying a car since my daily commute would take way longer after the cuts :(This is sad, since I was and still am happy commuter.</p>
<p>Plz don't take away the route 348.</p>
<p>The Beach Drive SW residential service keeps getting cut back. I will not, as a senior citizen, be able to walk to my "nearest" bus stop if the 2014 additional cuts go into place. We try very hard to not drive our car to help air quality and burning of fossil fuels.</p>
<p>Yes, I am a senior and I take the 5 and the 132 to get to work. I need my income for survival. If you cut the 132 it will make it so that I will be unable to get me to my employment. I hardly get any social security and thus I need my job. Please, I need to get to my job.</p>
<p>Metro funding for a functioning, efficient bus system is critical for the vibrancy of our city. I commute 5 days a week to work and have made that choice because it is better for the environment, is less stressful than driving in traffic and is easy. I even decided to get rid of my car 2 years ago because the ease and ability to take public transit to work. Public transit is critical to the health of our city.</p>
<p>There is no doubt that a vibrant city is one that has good public transport, so EVERYONE can access what the city has to offer.</p>
<p>I don't have a car so I depend on the bus to get to work and other places (appts, store, etc.). You already deleted some of my routes last year and now a few more will be deleted or changed. This is negatively impact my ability to get to work and get around town.</p>
<p>Make sure schedules mesh for transfers. The C line bus leaves Westwood Station in West Seattle one minute BEFORE the 120 and Sound Transit 560 arrives so I have to wait 15 or so minutes for the next C line bus.</p>
<p>Regular bus service is a necessity for Seattle residents. For me, it allows me not to reliably get most places in Seattle -- including to work every day and to outlying areas for fun -- without owning or renting a car, which takes traffic and wear-and-tear off of the roads, exhaust out of the air, etc., all positive outcomes for the state. I also volunteer at a transitional housing program for homeless women, many of whom have no other options for transportation and depend on affordable bus service. The local Metro system is an important asset for both of these demographics, and many in between.</p>
<p>West Seattle is already difficult by bus and almost impossible by car... don't make it worse</p>

<p>My husband and I rely on the bus to commute to work. The proposed cuts may require us to drive into downtown Seattle which will only increase congestion for drivers. We should be promoting public transit in order to reduce congestion and decrease impact on the environment. Traffic is already a huge problem in our area. Let's work to alleviate it rather than exacerbate it.</p>
<p>This is all your fault in the first place</p>
<p>Metro buses have become increasingly crowded and unreliable as service hours cut. It boggles the mind that our elected officials would even consider not funding Metro and causing further cuts. It is certainly something I will remember at election time.</p>
<p>Don't cut bus service or there will be GRIDLOCK</p>
<p>do not spend \$\$ on new bus stop signs</p>
<p>Having a healthy transit system is crucial, especially for those that are Disabled/Elderly, or have no car, or unable to drive.</p>
<p>The extent of proposed cuts to service in West Seattle is very upsetting. WS is becoming more dense. Many apartments, condos, and townhomes are being or about to be built, many with limited or no parking. Service in WS needs to be increased, NOT DECREASED! Personally, I would be very upset if Route 21 is "deleted." I mainly use the bus for trips downtown. I like to take the bus to avoid traffic and parking. If the 21 is deleted and I have to take the 50 and transfer to the C line or Link Rail, it will significantly add time to my trip, not only because of the time waiting to transfer, but also because the 50 will run every 30 minutes midday, rather than every 15 minutes for the 21. I would likely go back to driving downtown, which would defeat the purpose of taking the bus to reduce congestion. I don't understand how you can go from recently increasing the frequency of the 21 from 30 to 15 minutes midday to now proposing to delete the route altogether.</p>
<p>Rapid Ride seems like a smart investment but it's not working to its full capacity in West Seattle - C buses are packed at rush hour and still have to merge with cars to get from the bridge to the viaduct. Why not run them more frequently at peak times and route them from the bridge to the busway instead of 99?</p>
<p>RapidRide is a joke! Bring back the #54 and regular #55 route and scheduled times! Seriously, it is ridiculous that the #55 only runs a few hours a day and that the #56 and #57 don't even run on the weekends!!!!</p>
<p>Please do not cut any more West Seattle routes. I live in Arbor Heights and the new purposed cuts would eliminate all bus service in my neighborhood</p>
<p>Please get something permanent to fund Metro Transit. It really doesn't speak well of us as a large city that we have to beg and plead every couple years for transit funding, when the city is growing and more and more people are either taking transit or would like to if it worked for them. Meanwhile roads are more and more crowded with the cars of those who probably got their bus service cut, or would rather take a bus or light rail than drive.</p>
<p>I believe King County Metro needs an independent internal audit to determine the areas of waste and mismanagement of funds/resources.</p>
<p>I depend on Metro for my daily commute to and from work. Please do not force me to drive and clog up the roads by cutting bus service to West Seattle.</p>
<p>the statement "1 bus = 28 cars" is most impactful.</p>
<p>Service out of West Seattle sucks and we have not even seen the new influx for the apartments that are going up in the thousands. I use the 35th and Avalon stop and have not gotten a seat in for several months and this is starting at 6am.....not good.</p>

<p>It would seem Metro needs an independent thorough internal audit to help identify internal waste and mismanagement of funds.</p>
<p>We are a one car family, have no alternative transportation options, and are in danger of losing 2 of the 3 bus routes that we require to get to work. If this happens, I am in danger of losing my job.</p>
<p>I am in favor of adding a sum to automobile registration and possibly licensing adult bicycle riders to add revenue.</p>
<p>Please keep Route 37!!!</p>
<p>Please consider the full cost of cutting bus service--the cost is not only increased car traffic and time wasted in traffic, but environmental (increased GHGs from cars, increased air pollution), economic (less mobility = less time and opportunity to shop, attend events etc.), and public health-related (stress of traffic, increased risk of traffic accidents).</p> <p>I am currently able to live car-free thanks to Metro, good city planning that has provided and walkable neighborhood, and a good bike/pedestrian transportation network in my area. With service cuts, I'll almost certainly need to purchase a car, and will be making traffic and parking worse for everyone.</p>
<p>Instead of cutting funding for Metro transit, please consider reducing other services or making cuts somewhere else. People depend on Metro, and some of the routes you propose eliminating, such as the 66 Express, are always full, usually with standing room only and are the only commute options for many people. If you aren't interested in being re-elected, then go ahead with the proposed Metro Transit cuts.</p>
<p>Don't use MVET or VLF fees</p>
<p>My daughter has special needs and is not a driver. She depends on the 927 bus to get her to and from work. There is no other option for her to return home other than the 927. She will not be able to get home from work.</p>
<p>continue funding - this is important to reduce traffic congestion and environmental impact</p>
<p>Metro needs to determine where the working class neighborhoods are and NOT cut bus service where most people cannot afford to drive their cars (if they have one). Downtown!</p>
<p>Please find a way to fund Metro transit. Like so many others, I take routes that are already very crowded (routes 2 and 3) on a daily basis. I can't imagine what it will be like on route 3 busses when route 4 is cut. Please keep (or even increase!) service during peak hours; my ability to get to work depends on Metro bus service.</p>
<p>I started riding the bus instead of driving in August. I've been amazed at how great it has been for my commute in general. I ride the 16 (to work) and 26X (return home). Both are running standing room only during peak hours. I agree we need more buses on the 16. I never trust it to come home because by the time it gets to Dexter it is always standing room and I have not been able to board the bus more than enough times to make me just switch to the 26X.</p> <p>I do not want to see metro services cut. Seattle is already well behind other cities in bus service. Between traffic congestion and global warming we cannot afford NOT to invest in transit. It is also something that will have a disproportionate impact on low income people. This is a really bad idea. The new bus route for the 16 looks like it will be slower. That is time lost for a lot of people, for parents paying for childcare that is money lost and general well being for them and their families.</p> <p>Invest in transit. But be smart. For example, the cute street car that runs in south lake union is a bit of a waste. It doesn't have a timetable which means that if I want to take it on my lunch hour it's unreliable. Why not put it on a timetable then people could time their trips.</p>

<p>Your cutting your nose off to spite your face. Cutting back on service, especially weekends, and eliminating routes as buses on 15th st NE in north seattle is stupid.</p> <p>Your coffee shop barrista's, Nursing home aides, janitorial staff, McDonald hamburger flippers, 7-11 clerks all without cars need reliable bus service. Especially on the weekends, when the underemployed are often scheduled.</p> <p>I see bus's going back and forth to the terminals. Drivers sitting for long periods at the transit centers. You need much better planning to use the resouces you have, not just to cut the resources.</p> <p>What about a relief driver who takes a bus through a route, while the regular driver gets his/her break [a real break, not grabbing a sandwich in their seat, riders cued up outside their bus waiting to get on].</p> <p>What about having buses not sit for twenty minutes waiting to connect with another? People can wait a few minutes for another bus, especially if their are more trips because bus's aren't sitting waiting for something #[347, #348 waiting for #41 on Sundat @ Northgate]</p>
<p>Metro service is an affordable alternative to Yet More Roads. It builds our community, rather than separating it; it makes the city a pleasant place to live.</p>
<p>Decreasing service will result in worse traffic in a growing city that already is lacking adequate rapid transit solutions. Unless mass transit also moves people quickly, people will stay in their cars and make traffic worse.</p>
<p>Each weekday morning and evening, I take two buses to get to and from my job. I am an AmeriCorps volunteer; I work with underserved populations and am paid a 'stipend' well below minimum wage. I have no car and can't afford to get one. So, I take the 30 & 48 each day. This proposal would cut the 30 completely - my only way to get to work. I would have no other option. Please, please help me to continue to serve my community by providing me and others with the services we elected you to help us maintain. Fully fund our public transportation.</p>
<p>The bus is a good deal for both riders and drivers. For drivers it keeps many cars off the road</p>
<p>We need more transit options if we want to maintain the region's growth rate.</p>
<p>Do NOT delete UW route #72. I use it with my fellow students every day! I bought a condo that will drastically devalue if there is no bus service there. That is the charm of my place! We use it! We need it!</p>
<p>PLEASE do not cut Bus Route 271's stop at Bellevue College. This strongly affects students and staff commutes to and from Bellevue College. It is a long and unsafe walk to Eastgate Park and Ride from campus, especially in the dark which is when peak transportation would be. We would all really appreciate it if you maintain service there and are so pleased with current service.</p>
<p>Knowing I can take a bus home after going out DIRECTLY affects how much/if any time and money I spend downtown. I cannot eat out/see a play/ go to the symphony/see a movie/visit friends and take a cab home - it's impossible, costly and impractical.</p> <p>South Park has already been isolated and ignored and to take away vital transportation options in a low-income neighborhood is reprehensible. While I do not advocate these cuts for anyone, why hurt the MOST vulnerable, the most in need?? Many are not using this route for leisure but for sorely-needed work and income.</p>
<p>Maintaining adequate public transportation services for the Greater Seattle area workforce is crucial to maintaining a vibrant economy and reducing gridlock on the road and pollution in our shared environment.</p>

<p>Please pass a Metro transportation funding package before cuts are implemented in June 2014.</p>
<p>Funding public transportation should be a growing priority for the state and especially the greater Seattle area. As a resident of King County I would be happy to pay additional taxes for the benefit of public transportation.</p>
<p>Seattle and Washington State are relatively well off so we should be able to choose to fund bus service to low income neighborhoods and other people who need it.</p>
<p>Metro didn't fix anything with the last round of funding so why should I have to pay more for continued mismanagement. You are asking for a subsidy due to poor management. your data shows that you provide 18 hours of bus service in my area for an average 1 person per day. cut routes and stop driving through areas that do not want service.</p>
<p>mass transit is the only commuting option that reduces driving time for me. Changing work times is not an option.</p>
<p>It's crazy to reduce funding to metro. I would take the bus more often but the Stop nearest my work site has been closed due to the tunnel work. I would have taken the bus after the Mercer construction was completed but it will be too far to walk on both sides of my commute with the cuts. What a shame. I did like taking the bus over the car commute but the cuts leave me no other option.</p>
<p>Maintaining a robust public transit network is essential to preventing congestion while maintaining economic fluidity. Please don't force me to get behind the wheel again.</p>
<p>Fund more buses and charge cars more.</p>
<p>Spend more money on buses rather than light rail.</p>
<p>Raise taxes.</p>
<p>I live in Kenmore and work on Willows Rd in Redmond where 100s of tech employers are. Bus 244 is always full before getting to Willows. Both the 244 and 930 are slated for cuts - leaving us with drive times of over 1 hr on busy evenings, if we have to drive. Please don't cut service to Willows Rd! When I don't take the bus I ride my bike but I cannot ride every day.</p>
<p>I commute monday - friday from South Beacon Hill to South Lake Union using Route 60 and the Light Rail. This route has been convenient for me. I hope that the proposed cuts will not effect this service.</p>
<p>People have been chronically flashing unpaid ORCA cards and drivers are not forcing them to pay. This is a BIG problem. Also, I travel with my 16 month old all over town. Given the expense of parking, saving money by taking the bus is what makes our outings possible.</p>
<p>Reducing service will only reduce ridership.</p>
<p>Public transportation is one of the biggest factors affecting quality of life in a city, and it is one of the most basic responsibilities of local government to maintain and protect systems and programs that do nothing but benefit economic growth and quality of life. When something is good, and getting better, don't get rid of it! It is a massive failure of local government that we are not protecting Metro from having to make service cuts.</p>

I have been riding Metro since 1974, every day, 5 days a week! Over the years I have seen lots of changes within Metro, some good, some not so good. Never have I seen the chaos that is happening right now! Kevin Desmond, Metro GM puts a video online and tells us about all the upcoming cuts. Tells us to get involved...go to meetings. How about telling us something we're not already doing!! We ARE going to meetings, sharing our views and opinions, signing petitions, filling out surveys. What is the point?! You already have a plan that WILL take effect whether we talk till we're blue in the face! After all, we are only the customers - what do we know. You have bled our pockets, jerked us around, threatened us - what is it you want from us? All we are looking for is a dependable ride to work. You have are will take nearly all our buses from the West Seattle, White Center area!! Due to congestion?! We've been getting downtown fine up to this point! With these new cuts you are taking the last bus out of my area! I am a senior citizen that has to work, has no reliable car to drive me to other bus locations! Our bus is packed with people right now. It's not like the buses are empty!! Kevin Desmond, have the cuts or will these new cuts be effecting your life, your salary? How about an Audit of Metro so the public can see where all the money and funds have gone and are going? How about some executives stepping down or taking a cut in pay or better yet hiring all new executives at Metro! So many people depend on Metro buses to get them to work so they can survive! Just because Metro's Rapid Ride turned out to be a failure does that mean we all have to suffer?! Yes, we need bus service! Have Kevin Desmond and the executives making all the money decisions to start taking all different bus routes to really see what effect the cuts will have on everyone. Metro - take some responsibility for what's happened! Quit bleeding the people of more money. We are stretched to our limit! The state should have monies to be able to support our transportation system. We all rely on it for work, business to survive. Please go back to the drawing board and bring back some buses that are on the chopping block! Do we have to get out in the streets and scream at the top of our voices?! How about Kevin Desmond and other Metro executives give us some ideas and better options?! Please keep Metro buses alive and running! Seattle's future depends on it!!!

I work in downtown Seattle. Driving in with parking alone is affordable for me but not how I would like to spend my money. I already spend about 12 - 13 hours away from home for an 8 hour day and I don't like the idea of losing more time away from home, so would probably need to add in the driving option at least some of week. This will not only increase wear and tear on the roads etc. but will decrease what I can spend in the community (which there is tax revenue on). I guess the gain is 1) I will spend more in gas, thus more tax money that way and 2) the city of Seattle will receive more parking tax revenue

I have no strong opinion on the proposed changes to my route 177 except the elimination of the last leg of the route (eastbound on olive way). No other busses go that way and there is a major business district in this area and even further north (Amazon campus). I do see that these are under utilized stops but this is because the bus doesn't stop enough on olive. This bus should stop at the corner of 6th and olive (across from Bank of America) and then again east of 7th.

Please fund this vital service to the community. Reduced traffic, fuel use, and convenience are what we get thanks to having a good bus system in Seattle/King county.

Traffic is impossible if you work in Seattle. The environmental impact, as well as the toll on us humans, if the buses were discontinued would be awful. I would need another car, and would be increasing my commuting time, carbon footprint, and have less money to spend in local businesses as it would be going to gas and parking. Please let the buses continue the excellent, and necessary, service they provide.

<p>People who take buses keep this town running! Young and old people need the buses, low-pay workers need buses, and EVERYONE ELSE needs buses to keep our air clean and our roads less crowded. Find money somewhere, please! Taxes, crowdfunding, whatever it takes.</p>
<p>Raise taxes or fares, but do not cut service. That is exactly the opposite of what a transit system should be doing in this day and age. This is a total outrage.</p>
<p>It's great that minimum wage will rise at SeaTac, but how are low wage earners going to get to work with reduced public transportation? Talk about blaming the poor for being poor. If we want a healthy economy, shouldn't we be enabling people to go to work? Decreased income or lack of work opportunities lead to higher crime and greater dependence on public programs. If we don't invest in our public transportation system, we'll pay for it one way or another. It's great that citizens have the opportunity to advocate for transit, but I would be that those who need it most are not advocating for themselves. The poorest districts in King county should receive priority in access to public transport.</p>
<p>Focussing on funding road construction is backward thinking. We should be focussing on ENCOURAGING MORE PEOPLE TO RIDE TRANSIT - take cars OFF the roads. Increase parking fees even more - as a dis-incentive to driving. Use parking fees to pay for more transit. There is simply no way we can continue to grow around here and assume that most people will drive - that's madness. What is needed is MORE and BETTER (more efficient and reliable) transit.</p>
<p>The subsidy/revenue for Metro should be similar to what we do for private vehicles. i.e. Transit dollars should be at least equal to highway and freeway dollars.</p>
<p>How dare you consider reducing bus service for the Issaquah area. We are squeezed everywhere. For people that live in more affordable areas, and work in the Seattle Downtown where the jobs are, driving in and finding parking is not a good answer. It's not good for the environment with all the additional traffic, sitting on crowded freeways. You should find ways to fund mass transit. I do not see how reducing, or worse eliminating, service for areas is doing good for anyone.</p>
<p>Please find a reliable source of funding for Metro!</p>
<p>I know for a fact that our hospital has subsidized funding to keep our bus routes. How can Metro remove those routes which they receive dollars for from our participating hospitals? (like the 205)</p>
<p>Metro IS an important part of a person's life. Although the community as a whole is not participating, many of your own workers will be affected by this, as many other companies and agencies that pay to get their workers to work on time.</p>
<p>Yes we need route 304 this bus is full now almost every evening from downtown. I take the 304 at 3:42 from 3 rd and Seneca. I am fearful of riding the 358 unless there is more bus police presence. Please do not cut the 304 route. It is still safe. Thank you .</p>
<p>As an employee of South Seattle Community College the reduction in service from downtown Seattle to West Seattle would drastically effect my ability to ride the bus to work. At the current rate of service I ride two buses (47 and 125) one way and it takes me an hour to reach work (door to door). My job requires me to travel to work outside of peak times at least once a week and often much later than the last bus.</p>
<p>I suggest that you increase the fares for commuter routes as well as adult riders.</p>

<p>If this service reduction happens, I will be buying a car for the first time in over 10 years. The proposed changes will make it extremely difficult for me to get from Capitol Hill to Beacon Hill (route 60) with such an already limited service the proposed cuts will make this route useless for everyone traveling to/from Cap.Hill.</p> <p>Also, the reduction in hours for the 36 will make it so there is no way to get to Beacon Hill from Downtown (Route 36) after midnight. This is currently the only existing way to get to Beacon Hill after midnight, which means more drunk drivers on the road and again more cars.</p> <p>These routes should be left as-is until the Capitol Hill light rail station opens in 2016. The 36 bus already is packed with riders every day, to reduce the frequency will make this route an absolute nightmare. Please find a way to leave these routes, otherwise I hate to say that I will unfortunately have to start driving to work instead of using public transit.</p> <p>Also, if you haven't noticed traffic to and from the east-side to Seattle is horrific on 520. Adding more cars would make this even worse.</p> <p>I find it really ironic that we can't find enough money for public transit and have been cutting it continually over the last few years. Yet we can find billions of dollars for a ridiculous tunnel that will go 1 mile with no exits. Please tell the state and elected officials to get their priorities in check.</p>
<p>I have the option of driving to work 5 days a week, but choose not to do so in part to limit my environmental impact and remove my car from Seattle traffic. Reduced transit options would make me much more likely to drive on all of my commutes, and utilize cabs or other car-based options for event trips (to concerts, sporting events, etc)</p>
<p>We voted to increase car registration costs because we thought it would prevent transit cutbacks, now we have higher costs and transit cutbacks. As a result, we're less likely to believe that increasing taxes will have the desired effect. Also, as you make transit more inconvenient, usage will fall, which will reduce metro income yet again, causing more cuts. These things create a downward spiral for the system. These changes aren't helping in the long term, and will cost more in the long term by increasing traffic (not to mention the environmental impact), and decreasing home prices outside of downtown (we're probably not alone in seriously considering moving as the commute becomes more burdensome). Transit should be one of the primary functions that the county provides. Why is there a 3 billion tunnel being built through downtown when you can't even provide timely transit to downtown itself?</p>
<p>There's a fairly new busstop right by my house that's really nice. Both of the routes that go through there (26/28) are being cut. It's kind of sad that we built the busstop but will not continue using it.</p>
<p>I, along with many other people in this city, depend on Metro to get me to and from work every day. I also use Metro on the weekends to run errands, visit friends, and generally get where I need to go. My neighborhood (Capitol Hill) is a terrible place to own a car, and until now, it's been unnecessary to further clog up traffic. The proposed cuts would make it much more difficult for me to rely solely on public transit, leading to congested streets and even worse parking. Cutting back is not the direction public transit should be going.</p>

<p>I live in Magnolia and do not own a car. My car was infested by rats, after parking it on the street near Magnolia Village. Due to the high costs involved with owning a car, and the remaining rat problem, and a desire not to contribute to Seattle congestion and pollution, I have not purchased another one. I use the bus daily to commute from Magnolia to my job at UWMC, and to shop, go to dr appointments, and socialize. If route 31 is cut as planned, I will have to take a circuitous path to work involving a change of buses and a 1 1/2 hour commute EACH way. That's 3 hours a day of commuting from an area that's 7 miles from my workplace! There are many doctors, nurses, IT techs, allied health techs, professors and students who take the #31 from Magnolia to UW and UWMC. Furthermore, those of us living in Magnolia have already sacrificed our late evening, nighttime bus service from reductions to routes 24 and 33. Now the only way to get home from downtown after 10:30pm is by taxi.</p>
<p>Metro is critical to my ability to get to work. If the proposed cuts go through, I will end up having to drive most days and fight for parking in the already congested downtown area. These cuts hurt everyone, not just those who take the bus or live in Seattle.</p>
<p>Metro Representative: We understand that Metro is proposing to stop the 193 bus from picking up passengers at the Tukwila Park & Ride. This proposed cut in service would be catastrophic for the hundreds of riders that get picked up at that stop every day. While riders in Federal Way have the option of several bus routes to choose from, in Tukwila that number is two with only ONE servicing the First Hill area. Metro is recommending that Tukwila riders take route 150 to downtown Seattle and transfer up the hill on the number 2 bus route. Not only would this add an additional 45 minutes to our commute each way, it would cause overcrowding and passenger cut offs due to the fact that the buses are full by the time they reach the Tukwila Park & Ride. I find this very frustrating since Virginia Mason Medical Center, Swedish Medical Center and Harborview all provide funding to operate this particular route. Please understand the deep concern we have about this projected cut and how it will affect the lives of the many that choose to take public transportation instead of driving a car to work each and every day! I challenge you to come to the Tukwila Park & Ride and see firsthand the large number of people who get on the 193 and realize that this many riders cannot fit into the already crowded 150 buses. Thank you for your time,</p>
<p>If the state refuses to help fund Metro, King County, Seattle and Bellevue should not have to pay tax money to support welfare counties that generate no tax revenue. Let them fund their own roads, libraries and police.</p>
<p>Our traffic in King county is outrageous and yet we never have the funds to or votes to try and fix the problem. By decreasing the amount of bus routes you will be only adding to the problem. Why is it that Sound Transit has such luxurious busses while Metro is lucky to have one show up when scheduled. We need to encourage people to ride the bus more by having plenty of routes and decrease the traffic problem.</p>
<p>I would support a car tab or gas tax to fund metro. I strongly feel that car commuters, particularly in the downtown corridor, should help subsidize metro since my morning bus alone removes about 50 cars from I-5</p>
<p>Just try to find a stable source of funding so we don't have to have these scares every 6 to 12 months.</p>
<p>Please don't cut the 113 line as it is the only bus servicing the Shorewood neighborhood.</p>

<p>Please stop cutting service to the south end (routes to/from Burien), the 121 in particular. For people who live north of the city but work south, such as along East Marginal Way, the 121 is the ONLY (and limited) service to get to work. 900 people work at the Federal Center South building, and those of us who ride the bus, ride the 121 to work.</p>
<p>Please no further cuts to Kent's services! It's already abysmal as it is, with only the indirect 150 servicing Seattle, and across counties, nothing serving Tacoma.</p>
<p>Cutting and altering bus routes is hard on the resident and increases the trip time.</p>
<p>Reducing service will only make our traffic problems worse.</p>
<p>Public transportation is a sustainable way to move people. Less pollution per person than private cars, reduces congestion, does not require adding more and more lanes of highways. More people on Metro means cost savings for cities and the state. If models could adequately cost-out all the costs of a reduced public transit system, I believe maintaining and even increasing service is the better choice enhanced by a program to get more people using Metro.</p>
<p>Please don't cut routes to UW (i.e. #31). This is how people get to and from work and school. Metro is already not that great - it's just going to increase traffic as more people drive cars because the buses are less and less convenient. What are our real priorities here?</p>
<p>I ride KC Metro to commute to work 5 days a week, but I also own 2 vehicles and do not support having the cost of supporting bus service through vehicle tabs.</p>
<p>You are making cuts of the Eastside (214) that are already overcapacity on a daily basis. I also read in an email today that you are adding more Rapid Ride, how is this helping?</p>
<p>the cut backs I have seen so far will force me to drive 5 days a week. The 3 options I have to get two seattle and the 2 to get to downtown are either being cut or reduced. I go to work fairly early in the morning. I am more then willing to pay a higher car tab or bus fare to prevent this form happening.</p>
<p>The stated goals of our region and our funding priorities don't match up! Public transit is vital for our environment, our economy, and our communities, and we should be increasing service--not cutting.</p>
<p>I strongly support increasing (or at minimum maintaining) Metro service, and I believe the service is critical to the vitality of our city.</p>
<p>I have no car and rely heavily on the KC Metro service. We need to expand service so more people will opt to use the bus instead of driving.</p>
<p>My commute will be doubled, as will my husband's, if the proposed cuts go through. We would be happy to support a property tax on our house if it meant we still had our current service!</p>
<p>We need public transportation to keep cars off the road and to provide transportation to those who rely on Metro's service. I'm sure many people do not want these regular bus riders to be out on the street in cars increasing traffic and pollution. I am willing to pay a car tab tax for public transportation funding.</p>

<p>For UW Students in South West King County, there are already very limited options for getting to/from campus in reasonable amounts of time. I personally take route 197 from the star lake park and ride. My stop is always full of students. If I understand correctly, potential cuts means that we would all have to go to the Federal Way Transit Center instead, adding time/gas to our commute and the hassle of parking in the unsafe Commons area. The star lake and the Kent/Des Moines stops are right off the freeway, convenient, and there are almost always passengers standing on the bus by the time we leave Kent. I already spend 2.5 hours a day on the bus getting to/from school....please please don't make us add more time by forcing us to back track to Federal Way.</p>
<p>Funding Metro helps those who ride by getting them where they need to go. Funding Metro helps everyone who uses our roads by reducing congestion. Funding Metro protects our climate by reducing pollution from single-occupant vehicles. FUND METRO!!</p>
<p>Public Transportation is the backbone to a city's work infrastructure, don't decrease its service.</p>
<p>Public transportation is not a luxury, it is a basic necessity, and needs to continue to be part of an overall transportation plan.</p>
<p>Do not cut bus 27 as we will have zero bus service in the Leschi neighborhood.</p>
<p>There will be many more cars on the road if service is cut.</p>
<p>I ride the bus 5 days a week from the Pioneer Square Station to the University of Washington and back again. During commuter times, these buses are overcrowded and are often unable to accept all the passengers waiting at the stops. Service of the 71, 72, and 73 express buses should be increased, not decreased!</p>
<p>This is critical infrastructure for King County and a failure to adequately fund the system without cuts is a failure of leadership.</p>
<p>Seattle traffic is horrible... doesn't matter if it is a week day, mid day, rush hour, or weekend. Seattle parking is difficult (downtown, any neighborhood retail area, neighborhood residential, etc). We need to increase Metro funding and get some of those cars off the road!</p>
<p>Easy access to public transportation is a benefit of living in an urban area. Cuts to metro bus service are short-sighted and will have a negative impact on our neighborhoods and economic development. Route 8 provides important access from Madison Valley and parts of Capitol Hill to the growing South Lake Union. Madison Valley is growing rapidly and easy access to downtown and SLU is a benefit to this neighborhood. I urge you to maintain current service levels on the #8 route and other buses providing access between these neighborhoods.</p>
<p>I strongly prefer reliable, efficient bus service to driving my car. Our family of 4 shares 1 car. Reduced bus service in my neighborhood will force me to add another vehicle to the road.</p>
<p>Seattle was just named the 6th worst metro area for traffic in the nation. These proposed cuts will do nothing but increase the commute burden on every body. I take the bus every day. My morning route is slated to be cut. Taking a different bus, if there is even space, will double my commute time. Please fund King County Metro.</p>

<p>Mass transit like the metro bus system is essential to a healthy community. I work in Bellevue but cannot afford housing near that area. I use the bus system daily to commute from Juanita to Bellevue. The current plan your proposing is routing the bus 234 which is normally kenmore to bellevue, now reroutes into Kenmore to Totem Lake. With this route gone and the proposed changes my one way commute doubles in time from 45mins to 1hr30min+. As well as needing to make two transfers. This reduces the time with my kids and makes me unable to get to work on time and drop them off at school. This makes the idea of taking this commute unsavory and I will have to look into other non-mass transit options, this will only hurt your funding since I know I'm not the only one that relies on the kenmore to bellevue commute</p> <p>With more service routes and diversity between the large transit centers more people will find a convenient commute and take the bus increasing funding.</p> <p>Don't reroute the 234 route from kenmore to bellevue. If there is a way for it to just come less often (every 1hr instead of 30mins). that would be ideal if cuts need to be made.</p>
<p>It will be extremely crippling for a lot of people who live up along Greenwood and work or go to school in the U-District if Metro gets rid of that portion of the the 355 express. It's possible to get downtown directly on the 5; it seems unfair to get rid of the only direct way from these northern neighborhoods to the U-District, especially when the 44 and 48 (connecting to the 5, the only real way to get up there without the 355x) take so long and are so terrible (crowded, late, etc.).</p>
<p>Cutting service is short-sighted and is the wrong thing to do. It's a shame to think a city of this size can't provide adequate bus service. I ride the bus mainly to get to/from work. My bus (#41) is already routinely packed. It will be a major issue for me if service is cut. But I also think of those who rely on the bus service as their ONLY form of transportation. Where will this leave them? Also, traffic is just going to get worse as well.</p>
<p>I usually take the 190 (occasionally the 152 or 577/578). Sometimes 190 is standing room only and sometimes it is fairly empty. Idea...Why cant SOME of the routes be cancelled. Why do ALL routes have to be cancelled? If there is standing room only, doesn't that mean the service is needed and heavily used in that area? Can't you cut half of the routes so that the route times with hardly any people move to a busier time? I can't take the LR, there is no parking available at the lot, I've tried. I don't really want to get up at least a half hour earlier to take the Rapidride. Rapidride stops way too many times to be convenient to a working person. I am already gone from home 11 hours per day, I don't want to make it 12 hours! No offense, most working people do not like nor care to take the Rapidride. It takes too long and frankly it is scary. I am afraid that some of the people riding it may follow and hurt and/or rob me. I have never have felt that way on the 190, 152 or 577. Rapidride is just too scary to take. Why don't we cancel the Rapidride to save money? The 577 is standing room only every morning. if all of the 190 people move to the 577 (because its closest and most convenient) how can the people possibly fit on the bus when it is already full? I will have to resort to driving into Seattle each day which will cost me more money and add another car on the road. Very unfortunate for all. My idea to the elected officials: spend our tax dollars more wisely!!!</p>
<p>Every possible effort to find funding for Metro must be a top priority for Seattle. We already have some of the worst traffic in the country. If Metro goes away, the traffic situation will only get worse. Think long-term. Think creatively. And don't overlook any area where belts can be tightened. Every dime makes a difference.</p>

<p>I live in North Seattle in Bitter Lake. The bus I take, #304 is one of the ones that will be cut if this massive service cut is instituted. The remaining 355 bus route, the other commuter bus I can take, will be altered severely, The bus will not longer travel on I-5 to get downtown. This means that there will no longer be ANY routes from my area that access I-5 to get downtown during commuter hours. This is a terrible alteration in service. Taking the surface routes will take more time each day and clog city streets. If you have to take the #304 away, at least retain a bus from the Bitter Lake area that accesses the freeway.</p> <p>It is shameful that King County cannot adequately fund our transit system. I will happily pay more taxes if it means that we can keep our current bus routes. This a dreadful situation.</p>
<p>Get long-term funding in place</p>
<p>many empty large buses late at night</p>
<p>I use the bus everyday. It is my primary source of transportation by choice. I rely on it to get me between work and home, to run errands, and to travel between neighborhoods. If services decrease, I may need to purchase a car, something I don't want to do. I don't need a car now because I can travel on the bus reliably.</p>
<p>I recently moved to Seattle, and though I have generally been skeptical of buses, I was incredibly impressed by the bus service here, which is consistent, on time, frequent, easily accessible, and clean. I now ride the bus 2-4 times a day on weekdays, and I would hate to see any changes to current service levels. Not only would this impact bus riders, but it would also impact traffic (which is already bad enough) as the change in availability would make driving a preferable option for many people.</p>
<p>There should be every effort made in order to maintain or expand metro service. Looming cuts are forcing me to consider if I can afford to work in downtown Seattle. I already can't afford to live in downtown due to obscene rental rates from Amazon. I can't afford to park due to obscene parking rates (where is that money going??).</p> <p>I live in admiral junction because we found an affordable place to live, and now there are talks of cutting AND reducing to only two direct buses downtown. It will take me an additional bus to get to my destination. IF I can even catch a bus. As it is, the so called "rapid ride" is over crowded and is end up standing for a half an hour bus ride. I will have to ride one bus to get to the C and another to get to SLU. A whole portion of Seattle will be completely cut off from downtown.</p> <p>If metro cuts routes you can expect traffic to get worse, parking to be impossible, and members of these communities to suffer. I am also far less likely to stop and do any shopping or support the local economy in any way when I have such a limited number of options for getting home.</p>
<p>I believe decreasing Metro services would impact the traffic area within the city. I currently own a car, but choose to take the bus. If bus lines are cut, this would leave me no choice to start commuting my car. The environment would be impacted, it would also affect me financially and time wise.</p>
<p>Having reliable and convenient mass transportation options makes absolute sense if the we would like to reduce congestion on major roadways, and reduce the need for future road/bridge expansions. Cutting back service to minimal levels will further erode ridership and result in a spiraling reduction of ridership and increased cutbacks. We lived with excellent mass transportation options while overseas, and observed that mass transportation works best when buses/trains operate reliably and at a frequency where riders are assured minimal wait times and on-time arrivals. Please fund Metro at optimal levels so that King County can tackle our regional congestion issues.</p>

<p>The current level of service is already woefully inadequate. The proposed cuts would severely impact the ability of thousands of riders to get to work, school, etc. If elected officials don't make funding Metro a top priority, their political careers will be over.</p>
<p>I rely on Metro Bus Service every day to get to work. The proposed cuts would put my employment in jeopardy. Please help fund Metro such that these severe cuts do not take place.</p>
<p>Dear State Legislators: provide funding authority to KC to fund metro.</p>
<p>Seattle residents work hard to reduce their carbon footprint and taking the bus to work or other activities is a key method for doing this. Reducing bus service or making it difficult or time consuming as some of these cuts do will force riders back into their cars.</p>
<p>Elected officials need to develop a comprehensive transportation package that accounts for the continued population growth in the city and region. Cutting Metro service is contrary to a modern, accessible city and will increase car traffic further contributing to the gridlock we all experience during our daily commutes. Expanding convenient, frequent, and easily accessible transportation services should be the focus.</p>
<p>The service Metro provides is invaluable to the county. It is convenient, reduces congestion, and helps regional air quality by getting inefficient cars off the road. Cutting service jeopardizes all these benefits.</p>
<p>I'm familiar with public transit in several major American cities. With those comparisons in mind, I would say that Seattle is generally distinguished from others in predictability/reliability and in the quality of the in-bus service provided by the drivers. It is a lot easier to destroy those things through cutbacks than it will be to recover them later on if they are lost. Please don't diminish the unique quality we have!</p>
<p>Funding metro transit is critical to the health of our metro, and the failure to fund it is one of the most critical governmental failures I've witnessed thus far in the region.</p>
<p>Mass transit consisting of bus and rail options are vital to our region's economy. It's penny-wise, pound-foolish to save a little money on the metro budget, if it means stranding riders, over-crowded roads, and downward drag on the economy. Cuts to service such as those proposed could be crippling to the city.</p>
<p>I note that you are thinking of cutting two of the lines I ride frequently, both of which are generally at least half-full at any time during the day, and packed to standing during regular commute hours. Eliminating the 3 and 27 would leave primarily the 4 for people to get downtown from my neighborhood, and these buses are already overfull during commute hours.</p>
<p>Do not cut. I rely on Route 111.</p>
<p>Years ago there was a call to 'ride the bus' to address pollution & traffic problems. People responded and ridership improved. It is VERY short-sighted now reduce service and force many people back on the roadways with single-person vehicles. Bus ridership affects everyone in the entire region; it is not just for those riding the bus. Our traffic is some of the worst in the country and mass transit options need to be expanded, not contracted. Everyone in the region, whether you drive a car, a bus, a train, a trolley, a bike, or walk) should be paying their share because we only have one set of roadways.</p>
<p>Do not raise fare prices again! find alternative ways of funding the system. Poor people can not afford another jump in prices.</p>
<p>I am willing to pay higher taxes to support transit and encourage planners to do all possible to assist low-income people to be able to ride.</p>

<p>this is the only transportation that's reliable to from the eastside to Seattle. we need more coverage and support, not less.</p>
<p>Please do not reduce transit service! The roads are already so crowded, and additionally it would cost me over \$200 per month if I had to drive and park downtown for my job instead of take the bus.</p>
<p>Service cuts for well performing and already full routes in the city should not occur.</p>
<p>Run buses later at night</p>
<p>Please don't cut service. The streets will be so much more crowded. Metro keeps our city running.</p>
<p>Busses help to decongest the freeways and save valuable natural resources, and connect people to jobs who otherwise would not be able to get there without a car. We need to increase service, not decrease it!</p>
<p>5 days a week twice each day I ride the 120 standing room only with barely enough room to stand. To cut service now would be completely wrong. More service is needed to accomodate all the riders on Delridge.</p>
<p>Our elected officials should be happy that everyone isn't driving into work daily. Can you imagine the mess we'd have it everyone drove? We're always being urged to look at other modes of transportation. If you cut service, that's forcing everyone back in their cars. Us commuters should be reward for the efforts we make to get to work daily not penialized!</p>
<p>Fund Metro! People rely on it, it's good for reducing traffic and the environment</p>
<p>You are planning to cut all bus lines that go directly to First Hill from Kirland/Bellevue. Great for the people going to Swedish/Virginia Mason. That means there is no other option than using your car ... that is going to be great for traffic and parking!</p>
<p>My company provides a subsidized Orca card to avoid me driving in a single occupy vehicle to work in Redmond from West Seattle. This route involves daily trips at multiple times between West Seattle and Downtown Seatte, exactly where the envisioned cuts most impact. The company can bear the costs of increased fares to support this service, as a congestion reduction step on the West Seattle Bridge, as a pollution reduction step. Otherwise, I may be forced to resume daily commutes in a single occupancy vehicle.</p>
<p>It seems as though the city and metro has no long term plan for making public transit a productive part of the community. Why isent this a priority? Why are bike lanes in a city with so many hills and rain a larger priority than a useful public transportation system with sustainability</p>
<p>I work in the UDistrict. Don't cut the 48EX, add more 48s in rush hour during school Sept.-June.</p>
<p>Transit funding should increase in relation to population and traffic congestion.</p>
<p>Transit services in this region are a disgrace already--most industrialized nations and truly first-class cities have much better transit options. Cutting service causes more people to take their own cars, increasing pollution and road congestion and further limiting our ability to compete on an international scale for liveability of our region. Further, many individuals don't have or choose not to use their cars for commuting, and chose their current place of residence based on availability of bus service. Metro should be fully funded, and in fact service should be increased.</p>
<p>Many of us own cars but CHOSE to ride the bus because it is convenient, has good routes to where we need to go and is much cheaper than paying for parking is most areas of seattle.</p>

<p>We must find ways to increase, not cut, transit service. While some people could resort to using cars, too many do not have this option. More and more people WANT to ride transit, this is an essential service and cutting service will have an impact we cannot imagine.</p>
<p>I can't even fathom a cut in service. The buses are overcrowded and the service is not frequent enough. How can we possibly cut a service that is not even providing enough to those it serves. The impact will be huge. I honestly don't know how I would get to work...which is crazy since I live and work in the City!</p>
<p>In a time when communities are encouraged to reduce congestion and dependence on fossil fuels, this is a time to encourage ridership and make the puget sound a leader in public transportation.</p>
<p>Metro should increase the amount of routes in and out of Seattle. Moreover, they should better utilize Park and rides such as Houghton Park and ride, and allow for more routes, to better accommodate extended rush hour traffic. (increase routes into the city until 10am, and extend out of the city to 8pm.</p>
<p>You wouldn't like what I have to say, and I would just be ignored anyway. Just like everyone else gets ignored. I get the general feeling that Metro and the King County Council does not care at all about how this will affect people.</p>
<p>Bus service in this area is already so much poorer than other comparable metropolitan areas, we need to move in the right direction to stabilize funding, add service, reduce crowding, and support access to all parts of our region.</p>
<p>I take the bus from Federal Way to the U District to work at the University of Washington. I do not have a car and the 197 is the only bus from our area (Federal Way, Kent-Des Moines, Auburn) that goes to the U District. We already commute over an hour to get to work, cutting our direct bus would add either time to our commute or force more people to drive, therefore increasing traffic on the already busy I-5. Students voted to fund UPasses and this would be a travesty to cut service to students not to mention employees of the UW when we support Metro with our dollars.</p>
<p>Bus service is critical to reduce the numbers of cars on the road. Traffic during rush hours already impacts commute times significantly and the reduction in service would add to further congestion and delays.</p>
<p>Cutting late night buses is the worst part of this. I would be fine with raising sales tax or ticket costs to help fund Metro if it meant not cutting night hours. There is also a problem that is hurting funding that KCM is not enough aware of; there are a lot of people who hoard and reuse old tickets rather than continuing to buy them. Either the ticket format should change in a way that makes this impossible or tickets should be retired in favor of ORCA cards only.</p>
<p>Please fund Metro! Keep Seattle moving. Public transit provides options with no substitutes.</p>
<p>Having a solid transit system is crucial to establishing the city's infrastructure.</p>
<p>Implement a mileage tax instead of a gas tax.</p>
<p>Many fo the buses are standing room only and people are smashed together. This is not only uncomfortable but dangerous. Falls can occur as many riders do not have anything to hang on to except the other riders. There is the greater possibility of rideres fainting. Also some people with claustrophobia cannot ride or are very uncomfortable. We need to resolve this with more routes and an increase of service not a decrease.</p>

<p>The 245 route serves young adults and older adults, all working hard to advance their education at Bellevue college. Eliminating the part of the route that specifically serves Bellevue College will make it substantially more difficult for these students to use Metro to access their college classes. Two people in my family have already taken classes regularly at Bellevue College and two more are scheduled to start next fall. Being able to ride the 245 into Bellevue college makes a significant impact on our family member's ability to utilize this great educational resource.</p>
<p>Building light rail to the Eastside is ridiculous. Bus service is more flexible and efficient. I love being able to walk to my bus stop and take a bus to Seattle. I can't park at the OTC as it is.</p>
<p>You're talking about cutting the frequency of the 903 when that is the ONLY bus that comes through my area. I work nights, so I'm riding it on the second to last run you currently have, if it's cut more that's less time I get to sleep or spend time with family. You're also talking about cutting back the 181, that's my other bus going to and from work. Instead of creating all these new lines (B, C, D) and hiring all these new drivers that I'm suddenly seeing, maybe the funding should stay with the CURRENT routes. Neither of my buses are empty at night on my way to work, or in the morning when I come home, so I'm not the only one that would be screwed. I personally can't drive and couldn't afford to even if I could drive, but the other passengers that can drive are going to be forced to drive their cars, which will cause more traffic and more pollution which translates to not being eco friendly.</p>
<p>We live in West Seattle. The new trips that were added with the State money just barely raised service levels to where they should be. The proposed cuts would be devastating. The loss of the 57 and cuts to the 56 will cause intolerable overcrowding for riders going downtown from the Admiral District and Alki. We realize it is not the County's fault that the State money is being lost prior to the tunnel being completed, but please recognize that the need is still there even if the State money is not.</p>
<p>Why don't you impose a tax on developers building all the new apartments and condos in Ballard, Wallingford and on Dexter to help pay for transit? It's going to be a huge traffic mess if all these new residents are driving to work because all the bus service has been cut.</p>
<p>The availability of public transit is a major part of my decisions on where to live and where to work. At my work (in Pike Pl Mkt) only 4 of 19 of us even own cars. We are well educated, hard working folk-- cars just are not, and should not be, necessities.</p>
<p>More trips to downtown Seattle from Northgate transit center. RARELY is there an open spot to sit.</p>
<p>A lot of my friends, colleagues, and bus buddies will be unable to work in Seattle if there is no bus service that is convenient. I spend 3 hours per day commuting already. It is not possible for me to have to stand up more often than I do now (25 miles each way), be more squeezed than I am now (to the point that we can no longer even read or use a tablet PC because there are so many of us squeezed into seats and standing room), or take two buses instead of one to get to my job (after driving to the parkandride 20 minutes early to try to get one of the seats on the bus). I would love for our legislators to try to use our commuter bus service from the south end now, they would be appalled at what we go through every day. Cut it even more? Force us back into our cars or out of our jobs altogether? Jobs require good transportation support. Anyone who cuts transportation support is cutting jobs.</p>
<p>Funding needs to be continued and increased so that services are not cut. With our transportation and traffic issues in the region, reducing bus service makes absolutely no sense. Make the Streetcar enforce fair collection and use THOSE funds to help!</p>

<p>It is outrageous that Metro service will likely be reduced. In a city with terrible traffic and poor bike routes, I rely on the bus to commute to work. To be cutting service rather than adding it, Seattle seems to be trying its best to NOT be a world class city.</p>
<p>Need to keep existing funding.</p>
<p>I work at Microsoft. My husband works at Boeing. We both take transit to work to save money. We have 4 children in private school. I've heard news that you are taking the 28 route out of our neighborhood. Should this happen, we would be forced to take our tax dollars to Snohomish county.</p>
<p>We need better transit so more people will take the bus. Tax cars coming into Seattle</p>
<p>The proposed cuts would make it impossible for me to continue commuting on the bus because the alternatives don't run from my house to my kids' daycare to work. These cuts would require us to buy a second car.</p>
<p>It seems very retroactive to live in the city (Seattle, Broadview west) and not have any alternative to driving to get downtown or to SeaTac. The reduced service on #28 has pretty much made it impossible to use. Eliminating #28 will completely isolate our neighborhood. There must be a way to increase funding and improve service.</p>
<p>It's long past time we start properly funding Metro transit. Seattle needs a healthy public transportation system to thrive. Starving Metro of funds hurts the poor in our city, and it also greatly harms those who choose not to drive.</p>
<p>While I could afford other ways of commuting to work, I choose to take the bus to reduce my environmental impact and to consciously be more a part of the neighborhood. Both of the routes I typically take are on the chopping block - and they are always crowded. What will all of us do to get to work/school/services?</p>
<p>Figure out a way to close the gap, as traffic is decreasing people's health. Public transit helps reduce traffic.</p>
<p>I, like many others, depend on it to get to work. There is only one option from my area and it is on the list to be cut. So many people have no other way to get to work. Some may be able to purchase cars, but it is a financial burden for us and a logistics burden for the county's already traffic ridden roads. The added costs of a car, fuel, insurance and impending bridge tolls are going to make traveling into the city an option only when needed, not a daily, or even weekly trip for employment and entertainment purposes - businesses will suffer.</p>
<p>I have lots of feedback but they don't care. They demonstrated that when they took our bus away last time.</p>
<p>Do not cut funding for metro. This is how people who make the city work get around. You will damage all industries but cutting transportation, because this is how we get to/from work.</p>
<p>More frequent service and reliable service (running on time) encourages ridership. I understand it's hard to increase number of busses on the road but increasing express routes would be one way to increase ridership. the number 8 could benefit from rush hour limited stops from Seattle Center to Group Health at 15th for instance.</p>
<p>Increase funding! And upgrade busses on route 44.</p>
<p>Ours is the only culture on the planet that does not accept that providing sufficient and safe public transit is an obligation that requires subsidization and not an optional expenditure. It will never be self sustaining. But that is not the point. It is essential infrastructure for societal functioning.</p>

<p>Bus service is vital to this region. We need to keep more cars off the road instead of adding to the traffic by cutting bus service. Cutting service affects everyone, not just bus riders. Trying to save money by cutting service just makes everyone suffer from long commutes and gridlock. I'm willing to pay higher taxes to keep or increase bus service.</p>
<p>Don't delete the 68 and 72 routes or move the 73 to roosevelt. All of these changes will isolate a great swathe of NE Seattle riders, many of us elderly or disabled, and unable to walk 10 blocks uphill to get to and from buses. These routes are often standing room only, especially the 68. We are among your most loyal long-time riders, and many of us will be forced to drive instead, greatly increasing traffic congestion. As long-term urban planning, this is an epic fail.</p>
<p>I rely on Metro for my commute and getting around town. I live in Capitol Hill which is famous for both its population density and lack of parking. I commute to Redmond. I love that living where I do means that I do not need a car for most of my daily needs. I reap the benefits of living in a neighborhood that has many connections to the transit system. I wish more people had the option. It would certainly reduce traffic congestion. Bottom line: I rely on Metro. I would like to see more buses on the roads, getting more cars off the roads. This is a public good that benefits everyone.</p>
<p>I ride the route 14 and the proposed decimation of that historic route will affect my ability to get to work during non-commuting hours and will completely prevent me from leaving the neighborhood in which I live during non-commuting hours and during all weekends. I know that Mr. Desmond does not agree with me, but as a long-time bus rider, I can and will testify that field supervisors do very little to alleviate problems that have cause delay in my bus trips. Consistently, when there has been a chronic blockage, such as by a construction sign that simply needs to be moved a bit to allow the bus to pass by, it has been the transit operator that has dealt with it, not the field supervisor. Cut the field supervisors and keep the routes. Moreoever, I am experiencing advocacy fatigue. Fund transit and stop making changes that are harmful to riders and require us to bug the council and Metro. Don't take advocates for granted and don't play games with people's lives. We make decisions based on existing transit availability; don't mess with it.</p>
<p>fund it. it is a matter of social justice</p>
<p>Metro provides an essential service that improves my quality of life by helping me get to and from work 5 days a week--saving me the cost of parking and gas and the unneeded mental stress of traffic and parking. It also serves the environment, and helps build community by putting a bunch of strangers together in the sometimes wild, sometimes slow commute.</p>
<p>Do not cut bus service that is crucial for many Seattle citizens in their commuting plans.</p>
<p>Buses are already crowded. On any given day, there is standing room only at peak times and I have personally had to skip buses because they were full. Cutting bus service, especially to the UW is crazy. Those who can, will simply stop using the bus and drive, making our freeways even more congested. Those who can't will have to suffer through long waits and crowded buses. It's sad times when we have to balance the budge at the cost of the poor and disadvantaged. As a middle income earner, I would be more than happy to pay additional taxes to not only keep these services running, but to increase peak-time services. Balance the budge on those who can afford it, not on those who can't.</p>

<p>For many individuals in the city who chose not to own cars for economic or ecologic reasons (including myself), the Metro transit system is their main source of transportation. Without the network of bus lines running through the city, getting to and from their work and other daily activities would become difficult, time consuming, or impossible. I urge you to support increased funding of the Metro system so that thousands in the city can keep going about their daily activities with ease.</p>
<p>This is crazy. We need to be increasing public transit options, even if that means less frequent service or higher fees (perhaps with subsidies for low incomes). I am retired and live in Leschi. Without the 27, I cannot get up the hill to take the 14 or walk all the way to the 2. We need to bring pressure on the State Legislature to allow us to raise local funds for bus service in those communities which vote to do so. Our local reps are already in agreement. Please let us know how and who else we need to contact or what we can do.</p>
<p>If funding is cut I'll be turning in my ORCA card to my employer and I will take the monthly parking stipend instead.</p>
<p>xx</p>
<p>Fund East Link to help move more people</p>
<p>Let Seattle and King County residents tax ourselves to pay for the services we need.</p>
<p>I personally would approve any measure to increase metro transit. I'm a home owner who works downtown. All my co-workers are professionals who ride the bus. They would support funding along with our employer.</p>
<p>The proposed cuts will make it more difficult for college students to get to their college classes (Route 167, 105). Routes 105, 167, and 240 serve low-income and minority residents, as well as other individuals in the Renton area where I live. These routes are full every time that I ride them. I ride the bus five days a week to get to and from work. The traffic in Seattle, Bellevue, and other areas is terrible. Reducing bus service will cause further traffic problems by putting more cars on the road. Even if car drivers never take the bus, they benefit from having buses in service.</p>
<p>Put more money into mass transit and bicycle infrastructure in order to actually reduce traffic instead of building roads to increase it.</p>
<p>Provide sustainable funding for both local and regional transit. It is great that Sound Transit is expanding and growing. But - my family actually relies upon King County Metro local transit service more for our work commute, taking my child to/from daycare, and entertainment or shopping purposes -- not Sound Transit. In addition - please share that sales tax is NOT a sustainable funding source. Please bring back a sustainable funding source that grows with inflation. In addition, the state should provide some direct funding into transit systems -- not just local option taxes.</p>

<p>It's important to maintain service to neighborhoods so people can get to jobs in those neighborhoods and get from those neighborhoods. Getting rid of service means tens of thousands of more cars on our roads, so will cost us just as much, if not more in the long run.</p> <p>The changes in the last year have destroyed the independence of the poor, the elderly and the handicapped. My commute time from Sunset Hill was at a minimum DOUBLED. I had no choice but to start driving some days, mostly because I couldn't get on an already full express bus. The worst part has been the impact on the elderly in my neighborhood. While most people under 50 think that citizens over 65 can just take Access or senior service buses, after the recent changes users must make appointments 2 weeks in advance, and most seniors don't qualify anyway. The new proposal is to take ALL service away except for a couple (already inadequate) of express buses in the morning and evening. The "new system" really seems to be the old model from the 70's and 80's from East Coast and Midwest cities (which killed those downtowns and pushed people to the suburbs). This model is to have a few bus corridors that only serve commuters and force people to walk miles to get transit or to have to drive to transit. At least the dying cities we escaped from had park n rides, but those don't exist in Seattle. This is also an antiquated model as it only works for people who work 8-5, but most people are moving AWAY from that model and work all sorts of hours. How does a person who works retail or nights or go to school ride the bus if they are only running during "rush hours"? Even many young people I know from school and work have had to move or to buy cars to be able to get where they need to go since the bus system was changed.</p> <p>I also think that the management of Metro is VERY BAD. I've ridden Metro buses for almost 30 years, and only in the last year have I heard bus drivers talk about how bad the management is, and how they never listen to the drivers or the riders, so therefore make ridiculous decisions that create bus routes that don't serve people.</p> <p>Please give Metro the funding, but make it contingent on NEW MANAGEMENT, because having a former New Yorker, who doesn't even live in our county or use our buses rework our bus systems into this insanely convoluted system has been a disaster. We need someone who will give us adequate bus service instead of destroying the Seattle way of life where people didn't even need cars before. From 1985 to 2011, I was proud to live in King County and to have a bus system that was the envy of the country, but I am truly ashamed of this disenfranchising of the needy and the elderly by my community. I see money being spent on irrelevant things, like electronic signs, rather than on serving the citizens and taxpayers of this area.</p>
<p>I'm lucky that I would rather pay double my ORCA card cost to preserve my bus service, if that were an option. Many people aren't. We've been considering moving out of West Seattle: these proposed cuts make us more likely to move up that decision.</p>
<p>These cuts will disproportionately affect people of color and poor individuals, separating them from jobs and businesses. This is exactly the wrong way to stimulate the economy.</p>
<p>I am a graduate student at the University of Washington, so I ride Metro buses twice a day, six days a week. I really like the flexibility that the existing bus system offers. In addition to having lots of routes and frequent buses, Metro bus drivers are some of the kindest and friendliest I have ever met. I'm proud to be a Metro rider, and I hope you will support funding Metro transit so it can keep providing amazing service to the people of King County.</p>
<p>increase fare</p>
<p>I live in my neighborhood because it is easy to get around without a car. The proposed cuts directly affect my commute and I would consider buying a car and driving to work every day. More cars seems like the opposite direction the city should be going in.</p>

<p>I'll focus on the effect on the UW. We've worked for years to reduce congestion in the U district, to persuade and cajole people into using Metro. And now we're going to cut bus service to the U by 29%? Do we really think we can do that without significant hurt to the community? Please, funding Metro is essential.</p>
<p>As a West Seattlite, I depend on the bus to get to work. congestion continues, and the ill fated tunnel work continues, and the viaduct is coming down, the only way that going to work will be possible is via transit, and they are building new housing units in west seattle that have no parking, so more riders are coming online. We need expanded not reduced transit.</p>
<p>Find funding! Help Metro to avoid making such drastic cuts in service!</p>
<p>the federal way buses are always crowded - standing room only most of the time. they are also late 95% of the time.</p>
<p>Develop more special late night only routes.</p>
<p>Metro Transit is an important transportation option used by many major local companies to allow their employees to get to work. Cutting service that impacts major employers is not a viable option.</p>
<p>D line is not Rapid!</p>
<p>Metro transit is a key part of life for thousands of Seattle residents. For me, it's the only way I can travel to and from work every day and explore the city on weekends. Funding Metro transit should be a given.</p>
<p>Funding transit should be one of the most important duties of government, after education and public safety.</p>
<p>I'd like them to consider the fact that folks with functional disabilities, such as severe arthritis, need bus routes that do not require a lot of walking between stops.</p>
<p>We live in a hilly city with sometimes very miserable winters. I already have to do a lot of walking in the wind and rain even with the service now but the one route I have grown up using constantly has some severe cuts that would force me to do a lot more walking and standing in the cold, even in areas I normally avoid being alone in because I don't feel safe. Especially with how early it gets dark during our winters, my bus service being cut to stop at 7 pm would make for some scary evenings when all I wanted to do was go visit my family and pets.</p>
<p>This is what keeps a community working and growing. If we have buses it means that people with good jobs can live in the area and increase property values</p>
<p>Metro is a kingpin in providing flexible, efficient transportation alternatives that will attract residents and businesses. The inability to fund these programs will decrease quality workers, and decrease quality employers.</p>
<p>The busses on many routes are already jam packed. Usually standing room only. There needs to be a way to increase service by making the bus system more sustainable or better funded.</p>
<p>I'm deeply disappointed in the news of these cuts. Our company signed up for the ORCA program and these route cuts would impact our commuting employees greatly. I don't understand why Seattle would go backward with a program that serves so many people. Figure out an alternative plan to bring in funding but DON'T cut services that help thousands of coummters to work everyday!!!</p>

<p>I feel that having good, frequent public transportation is important for the regional economy. Employers that provide an ORCA card encourages employees to take public transportation to work. This means a reduction in the amount of cars on the road, which in turn has a positive effect on the environment. Also, with easy to access public transportation, employees are more inclined to take the bus to work.</p>
<p>Magnolia needs to keep the 31.</p>
<p>The metro buses are VITAL to our community. The frequency of bus arrivals at a stop is crucial to get people moving to where they need to be. Cutting buses, routes and cutting service will force people to find other convenient ways to travel and worsen the situation Metro is already in. Keep the buses going!!!</p>
<p>Seattle and Washington in general is consistently ranked as one of the worst places for traffic and traffic related injuries. Metro removes thousands of cars from our streets and highways, reducing congestion. Metro also keeps drunk drivers off the streets by providing a cheaper option home than a cab. Seattle is a major metropolitan city and should have a transit system to support and improve it. Support transit now!</p>
<p>Elimination of 67 will require me to drive to work at the UW.</p>
<p>Metro services allow me to get to work without having to walk through less-than-safe areas after dark and without having to rely on a car, and I'm in the majority on this. How can you even think of cutting funding for these services??</p>
<p>I'm a graduate student at the University of Washington. I live approximately 3 miles north of the University, and I rely on the 71 bus line to get to and from school, both at normal daytime, weekday hours and otherwise. The 71 line is almost always 5-10 minutes late, but I need it. I have Multiple Sclerosis and sometimes this makes riding my bike impossible. Parking a car on or near campus is out of the question. I cannot function without public transportation.</p>
<p>I currently rely on the 277 to get to and from work. If it is cut, my commute will at least double.</p>
<p>The current Operating Funding sources show a disproportionate influx coming from Sales tax, but there is nothing to indicate that businesses with more than 50 employees contribute anything towards a KCM business tax of some sort. What about a quarterly per-employee tax with different rate levels for different types of companies? e.g. Public, Private, non-profit, government, etc...</p>
<p>Please do not cancel route 205. The only alternative for those of us who live on Mercer Island and work, go to school at the UW or work at the hospitals is to take 2 buses one way- that is a total of 4 buses per day. That is not a viable alternative.</p>
<p>Better mass transit --> less traffic! The roads can not handle any more cars, so mass transit should be a priority.</p>
<p>Please don't cut or decrease the 73.</p>
<p>Too many people in Seattle drive alone. Their excuse for this is usually that buses are too crowded or take too long. It's dangerous to bike, often, because of a lack of safe bike routes. Meanwhile the freeways are jammed pretty much all the time. How is reducing service going to help that? Metro could turn drivers into riders--what I want to know is why Metro funding isn't a priority. So many of our city's problems could be solved if traffic improved--the planet will thank us, too.</p>

<p>Less people will drive cars and more people will ride the bus when the bus service becomes more reliable-- bottom line. Funding to save routes would be much higher from ridership income if the buses were reliable. Fix the reliability, increase ridership. Please assess each route and its timeliness during peak hours and non-peak hours. A simple assessment would definitely increase the number of people who would take the 8 route, which is currently terrible--always late, not showing up, or stuck in traffic on Denny Way. Change the main streets that it travels down, allowing it to arrive on time, and people like me (who depend on the 8 to get to South Lake Union) will cease being fed up with the bus and forced to drive to work.</p>
<p>Decreasing service will create a downward spiral of declining ridership and revenue. As more services are cut, people will choose other means of transportation and thereby create more congestions on the road and cost for everyone. Elected officials must do whatever they can to support Metro transit not just for bus riders but also other King County populations.</p>
<p>How about we have bicycles in this city registered? Maybe those bicyclists should start paying for bike tabs and that fee can go towards metro. I am a car owner who rides the bus 5 days a week, yet I am not rewarded for it!</p>
<p>Raise taxes please.</p>
<p>Cutting down service, especially in the U-district area will make buses even more crowded than they are. We need the maximum amount of buses possible considering they are always full.</p>
<p>Funding of Metro transit is critical. The service from Queen Anne Hill to the U-district is barely passable as it is. Further reductions would make me likely to start driving to work.</p>
<p>My bus commutes to and from work (the UW) are consistently overcrowded. It's rare that the bus isn't standing room only, and it's becoming common that the driver has to skip stops and not allow more passengers on. When a bus commute becomes inconvenient people turn to alternative means of transportation, mainly driving.</p> <p>A reduction to Metro service doesn't only hurt bus commuters and leisurely passengers. It pushes some of us into our cars for our daily commute, so instead of sharing a ride with 40-80 other people, we're taking up precious road space alone in our cars. This leads to extra congestion, more wear-and-tear on our ailing roads, even longer commute times, and higher levels of pollution. This affects everyone in King County, whether they've ever ridden on a bus or not.</p>
<p>The roads are terrible in our city. The traffic is out of control. I much prefer to ride the bus to and from work. Not only does it allow me to have a relaxing start to my day, but I don't have to stress about traffic or parking. You have to fund busses. Public transportation that works and meets the needs of the community is important.</p>
<p>I depend on the bus to get to school every day. The proposed changes for the route I use (372) will make it very difficult for me to get to school.</p>
<p>Cutting funding will cause inconvenience in people's commute leading to a general decrease in productivity for everyone, so it is imperative that the Metro transit program keeps funding!!</p>
<p>Can't you redo the car tabs thing from a few years ago?</p>
<p>Metro reduces traffic and allow's King County's most vulnerable citizens to get to work and vital appointments. Without bus access, poverty and homelessness are even harder to escape, and people's reliance on already-overburdened social services increase.</p>
<p>For a city that is already incredibly congested, cutting service to many parts of the city does not seem like a sensibly idea. In addition, many people who cannot afford to drive to work will bear the brunt of these cuts.</p>

<p>Traffic congestion, long commute times, and high parking costs significantly decrease the quality of life in Seattle. Our current limited public transportation options are insufficient (crowded buses, infrequent service, almost non-existent light rail). The idea of cutting them further is absurd. This is a major metropolitan area! We cannot function with suboptimal public transportation.</p>
<p>The proposed service reductions would be a disaster for the people of King County. Keeping Metro's current service levels is a necessary part of the transportation budget.</p>
<p>If the proposed cuts go through, I do not know how I will get to work. I am panicking, I don't see how this can happen. I will have to walk 14 blocks for a bus.</p>
<p>Funding for Metro should be a priority!</p>
<p>I don't think you should cut entire bus lines! Reduce service, don't completely eliminate access to a certain area!</p>
<p>Yes, we need to go forward not backwards! This is not the time to reduce funding for public transport.</p>
<p>We need a state income tax to pay for infrastructure such as transportation services.</p>
<p>More cuts in Seattle means more cars on the road. With the proposed 74 route cuts that might happen in June, many people who live in Seattle wouldn't have a bus route to take to work. And there are no alternatives for many areas (such as the Street Car or Link Light Rail).</p>
<p>This city ALREADY lacks a proper public transportation system and does not have the infrastructure to support more cars - plus, more cars would be expensive (I don't intend to buy one) and bad for the environment. Greater Seattle's primitiveness in public transportation on a national level is embarrassing. Metro does what it can and needs more funding - please!</p>
<p>Please don't make any further cuts to the 28. I work downtown and live at 127th in Broadview. The only bus that comes to my neighborhood on weekdays is the 28E; there is no service on weekends. On weekends, I have to get dropped off at the corner of 130th and Greenwood Ave to take the 5 downtown. There are no good park and ride options in Northwest Seattle and the bus lines keep getting cut. Please don't cut anymore metro service to this area.</p>
<p>King County has an excellent bus service. Parking in downtown Seattle isn't an option for many, nor is SOV use good for the environment or land use. Costs are high and funding scarce, but good transit is a priority.</p>
<p>Rapid/mass transit that is easy, clean, convenient is a symbol of a major metropolitan city. We need to focus more on supporting transit opportunities to get people out of their cars.</p>
<p>Funding for Metro transit should not be considered discretionary. A good public transportation system is good for everyone.</p>
<p>My disabled son needs bus route service to Sammamish to keep his (5 year) job at Fred Meyer Issaquah - don't cut that forcing him to go back on SSI disability!</p>
<p>Seattle's public transportation is already laughably poor for how large and progressive it is. Public transportation is not supposed to be profitable. It's a service to the residents of the city. Don't make it worse than it already is.</p>
<p>Cutting service back will severely impact my daily commute to and from work. I will be faced with driving in to downtown and having to pay \$20+ dollars per day. The proposed cuts are insane!!!</p>
<p>Spend the money to keep buses on the roads... Greatest way to have immediate impact oon traffic...provide buses.</p>

<p>Service is already becoming terrible in regards to connecting Capitol Hill and neighborhoods such as Beacon Hill and south. It makes no sense to make things harder for all the routes that serve non-white/working-class people</p>
<p>We should be increasing funding for public transportation because there is demand for it and it gets cars off the road. Fewer drivers means reduced emissions of greenhouse gas and less congestions. Seattle is notorious for bad traffic. Congestion is not only frustrating for commuters, but expensive for industry due to increased shipping costs. It makes sense economically, environmentally and politically to provide excellent public transportation. We need more, not less.</p>
<p>FOR THOSE OF US WHO LIVE IN ENUMCLAW WE RELY ON METRO BUS SERVICE TO GET US FROM ENUMCLAW TO AUBURN TRAIN STATION BOTH MORNING AND ON THE RETURN TRIP HOME. THIS SHOULD NOT BE CUT, IF WE DON'T HAVE TRANSPORTATION TO GET BACK AND FORTH, THAT MEANS MORE CAR TRAFFIC. PLEASE DON'T GET RID OF THIS ROUTE ESPECIALLY THE LAST METRO BUS THAT LEAVES AUBURN TRAIN STATION AT 6:30 PM</p>
<p>I don't particularly care where it comes from, just fund it. Bus service is vital to reducing traffic congestion and car emissions.</p>
<p>Cutting Metro directly impacts low income people's ability to get to work and needed services. It also will increase congestion downtown if it is more difficult to commute by bus.</p>
<p>Why not wait until the light rail opens to cut back on Metro. What options do many of us have?</p>
<p>I use the Newport Hills Park and Ride and I don't think we have enough service to the UW as it is but I am will to appreciate that more service would be difficult. However, the 167 bus is an excellent route for UW workers and we need this route! It is a wonderful alternative to driving and it should be kept running. Do not cancel this bus. The suggestion of using the 111 (which is not frequent) to go downtown and then taking a bus to the UW would easily double if not triple our commute from half an hour to over an hour. That is not convenient for a working mother. Thank you for your support of the commuters.</p>
<p>I am BEGGING you not to cut the # 27 bus. It's the only bus close to my home and I have NO CAR.</p>
<p>Please don't make these changes. We can't afford to lose service or pay for the increased fares. Why have a bus service if we can't afford to use it.</p>
<p>Since the Metro KC business model is such that the fares apparently do not come anywhere close to covering the operational costs and that Metro KC is dependent on support from tax revenue, perhaps a gas tax would make sense. This could provide additional funding, plus it could give drivers an incentive to drive less and take the bus more often.</p>
<p>I think that it would be very difficult for hundreds of riders getting on at I5 to get to work daily if the 152 and 190 are cut. There are many of your own KC Employees getting to work on those buses and I find it hard to believe that the only bus options proposed would be that of traveling to the Federal way transfer section of taking the rapid ride on 99. - Aliza Hauser I would understand if the buses were spreadout to have one less buss as the 152 leaves for example at 644 from star lake / I5 and the 190 leaves at 655am. having those more spread out may save a bus ride.</p>
<p>I ride Route 238 to go to the Lake Washington Technical College, if you cancel Route 238, the only route the the college, how am I supposed to get to school?</p>

<p>Bus #4 is always packed, and often runs late to to traffic congestion. Due to high gas prices Seattle residents rely deeply upon Metro for transportation needs. Cutting bus routes would only cause more congestion, and frustration in our City. Please either provide funding for the same amount of service or provide additional funding to increase Metro service. Thank you!</p>
<p>Convenient public transportation is an important benefit for the community. I commute to downtown Seattle from north Seattle every weekday on a variety of routes, and consistently the buses are overcrowded. Often commuters are forced to stand on the bus for over 30 minutes of the ride. Unfortunately, we need more and bigger buses rather than cutting the current amount.</p>
<p>Funding transit sufficiently to accommodate increasing demand will both reduce gridlock on the bridges / downtown streets and reduce pressure on overcrowded park & ride lots and downtown parking facilities. It will also delay or eliminate the need for increasing capacity for SOVs (big budget items). Don't put the region into gridlock!</p>
<p>In order for Seattle to compete with other large cities, we must improve transit. In the face of these cuts and the havoc they will cause, I am already looking at the possibility of moving to another city that can provide tech jobs and supports transit.</p>
<p>Metro provides safe and convenient transportation for working professionals while reducing greenhouse emissions and providing for a cleaner environment. I support increased funding for Metro.</p>
<p>The 15 express going to downtown Seattle is always crowded between 7:30 and 8:30 in the morning. There are always about 15 people standing. Is it possible to add a second bus?</p>
<p>I just saw a proposal for the the changes to buses in the Central District. The proposal is to elimatate routes 4 and 27 and make cuts to the 14. I think this is a huge mistake. The 27 was already cut back causing the bus to be overcrowded during peak hours. When I get on the bus at 7:30am at 27th and Yesler the bus has two or three open seats, that is all. I have noticed a decrease in people using the bus since this cut most likely due to overcrowding. I realize there are budget restraints but I think the Central District has already been negatively affected by cuts and these proposed cuts would be extremely detrimental. I use the bus as my source of transportation, I do not own a car. The proposed cuts would make me unable to get to work on time. I take the first 14 of the morning to get to work. There are always people on the bus and many people get on before even getting into downtown. The 14 is currently the only bus that allows me (and others) to get to work on time that services my area. If routes need to be cut there needs to be a working alternative. I think it is outrageous to cut every bus that services this area except the one that goes to the University of Washington. We need to prioritize people being able to get to and from the downtown area.</p>
<p>The proposed cuts definitely have me thinking about driving more. My area will be all but cut off.</p>
<p>Metro is an absolutely vital service. If the service cuts go through as planned, I would have no choice but to drive every day. Seattle has enough problems with congestion and the last thing we need to do is add more cars to the road.</p>
<p>I ride the bus everyday to and from work. I live in the Central District and work in Pioneer Square of Seattle. The bus is always crowded. There needs to be more money put towards Metro to increase service. This is imperative for a city like ours. Please work hard to find revenue and funding.</p>
<p>Raise the fares.</p>

<p>More disincentives needs to be placed on driving and along the same lines, public transit or carpool users should be promoted and incentivized.</p>
<p>Living at the edge of King County, there are already limited options for bussing into the city. Recent traffic studies have shown that the commute from the north end into the heart of Seattle is the worst in the area and one of the worst in the country. The only way that a working young adult like myself can afford a job in the city is to bus at least some of the time. The proposed cuts will primarily affect not only people like me but those who are already most vulnerable - working class families, homeless people and the elderly. Our economy is finally starting to recover and this is not the time to be cutting our most valuable community resource. Not only would it flood the roads with thousands more cars, making life miserable for everyone, but it would leave thousands more stranded and unable to find work that they can efficiently travel to. Finally, please consider the environmental impact of this proposed decrease in Metro service. One of the best things about our city is how little smog we have and busses are largely what makes that possible. As climate change continues to worsen, the last thing we need is for more CO2 to be spewed into the air by people who shouldn't have to drive. People who choose to ride the busses even though they have other options are doing our community a great service by decreasing their carbon footprint. Please encourage these trends and support permanent increases in funding for Metro.</p>
<p>Please get your act together and fund Metro.</p>
<p>Figure out a way to fund metro service! Ridership is up and you should be encouraging and supporting that. It's best for everyone. Get with it. My bus rides are so crowded, it feels like we are on step away from cramming in on top of the bus!</p>
<p>The buses to and from West Seattle are already standing room only at peak times. I think I have been on some buses that are over capacity but the drivers don't want to make riders wait another 20 minutes for the next bus, especially in the winter! Not only does this make for a very uncomfortable, slow, annoying ride but it is dangerous.</p>
<p>Please do not alter 355X</p>
<p>If you increased the right routes, you would increase ridership and funding. Many people do not ride metro because of overcrowding of the buses, not enough service throughout the day, or too long of a wait between buses. I very often ride Sound Transit which offers better service, more often, and I can find a seat and not have to stand.</p>
<p>bus # 40 from Downtown to Ballard needs accordion buses at peak hour, my 5.20 pm bus always single bus , standing room only</p>
<p>The proposed route cuts are going to have a devastating impact on transportation in this area. Bus routes that are already well over capacity are expected to be cut and those riders will be pushed onto other overcrowded buses or forced onto the roads in personal vehicles. This will not only impact those of us that ride the bus. It will impact EVERYONE with increased traffic. It also has widespread implications on the people's livelihoods, jobs, the environment, social services, etc. Something needs to be done!</p>
<p>Our elected officials are not considering the economic ripple effect that is going to result from the proposed service cuts and resultant congestion and inefficiency in moving people and goods around. This could well plunge King County into its own recession and have an extremely negative effect on employment and job growth. Maintaining and increasing Metro transit service is vital to King County's status as Washington's economic powerhouse. In addition, the proposed cuts, which are already known to be extremely unpopular, will have a very negative impact on the reelection prospects of these officials.</p>

Funding for Metro Transit is essential for keeping King County moving -- both people and goods.
Small cuts in service will result in giant reductions in use. You would increase my monthly budget by more than a thousand dollars, given my relatively small downtown commute. If you must, cut suburban routes. Urban bussing is the lifeblood of how the middle class gets around.
Your proposed bus cuts would reduce all of the express buses within resonable walking distance of my home. Either countie providing the express buses in thea area or reduce the regular buses but do not make cuts to both. It will greatly congest what buses will still be servicing the area.
I rely on King County Metro to get to work. This service is essential to me, and with the proposed cuts here I will be greatly impacted (my commute will go from 45 minutes to well over an hour, and I will have to arrive to work early to get here on time at all).
Modern cities have public transport. Demand for transport in Seattle is high, and current plans for reducing service would disproportionately hit the poor in Seattle, harm working people who commute within the city, and increase traffic and congestion.
Increase fares to maintain service levels as close to current as possible. Cut the empty bus routes.
I suggest that we spend transportation dollars on increased buys service and abandon Rapid Ride, trolley & train service. I think we have a very efficient bus service that can be adjusted to meet demands whereas Rapid Ride does not increase travel into Seattle anbd trolley/trains are stuck using the path of rails and cannot be adjusted according to changing neighborhoods or rider needs.
Fund it.
We need more frequent public transit service to many areas. I know many people who don't ride the bus because there is not frequent enough service. They don't want to miss a bus and have to wait for the next one. More frequent service could increase ridership.
transportation should take priority over stadiums - transit is needed for working people who do not own cars - transit is essential and if necessary gas taxes should be increased to discourage driving
We need stable funding to be a strong city with good public transit! Transit is the future and cars are not.
Do you even ride.
Busing is good for the health of individuals (people walk more and are also less stressed); it is good for the environment, and it reduces traffic congestion in a rapidly growing city. How can we NOT invest more in it???? It is a WIN all around! BUT, people will only bus if it is a) convenient; b) fast; c) easy to do and d) affordable. Cutting bus service will effectively kill it--it will no longer be convenient, fast or easy to do. I have been busing for 10 years from Redmond to the UW.
1. We have paid twice annually on multiple vehicles to keep our 265 bus. 2. I have disabilities and cannot drive. There IS NO OTHER BUS SERVICE when I leave home at 5:41am. I work in a different county and bring close to \$60,000 annually into our county. With no bus service, I cannot get to work which means I cannot work. Which means I cannot pay my mortgage. Which means I lose my house and the county loses all my current income.

<p>There is a proposal to eliminate the 193 from the Tukwila Park N Ride this is not a good option. There are lots of employees from Vm, Swedish, and Harborview that use this stop to get to work, and a lot of them are nurses and medical assistants, which are vital personal to the safety and welfare of the county.</p> <p>Currently there is only 1 bus the 150 into down town, where as the Federal Way area has numerous options into down town. This bus does not fill up until the Tukwila Park N Ride. People drive from Renton, Kent Burien, Tukwila and sometimes form the Dent Des Moines area to the Tukwila Park N Ride. The Kent Des Moines Park N Ride is not safe and is not large enough so they drive to Tukwila to catch the 193. This bus goes directly to First Hill, and you don't have to catch 2 buses to get to work. I know for a fact that the First run and the Second run of this route in the morning have a minimum number of 25 people getting on in Tukwila every morning, there has been up to 35 people getting on this Bus at the Tukwila Park N Ride.</p> <p>If Metro wants to eliminate any portion of the route for timing, or usage, it should be Federal Way. They have 8-12 option of buses that go into the down town area. The people in Tukwila only have the 150, and we are the majority of the riders on the 193. The 161 is a small bus and only stops twice in the Am & PM in Tukwila.</p>
<p>consider consequence of cuts and prefer service reduction over cutting a line completely</p>
<p>Metro should serve the people/customers and not its own or special interest. KC metro and Sound Transit has made very poor business decisions over the years and now we, the people, are paying the price for Metro's bad business practices.</p>
<p>People are already using Metro less than they did before last year's service reductions. Not increasing service will cause officials to address traffic and parking issues in one way or another, whether that's Metro or creating a new solution.</p>
<p>I ride the 257 from Kirkland to Seattle and use 3 different bus times depending on the day. All 3 are full, with a few to many passengers standing all the way to Seattle.</p>
<p>Seattle's public transportation options are embarrassingly behind those of other comparable major cities. We should be putting enormous pressure on the state to improve the infrastructure, shift our focus from highway construction, expand the Link Light Rail, and decrease the long-term cost of using public transportation. All of these efforts would make Seattle a more attractive city to those considering employment here, it would improve economic efficiency, and have a positive impact on the environment.</p>
<p>Increase the price of the bus fare. Put up a car tax.</p>
<p>We should raise taxes to fund metro</p>
<p>Increased mobility is absolutely necessary for the state's economic engine. Starving Seattle (of its own money, no less) will have long-term consequences on the entire state economy.</p>
<p>businesses near buslines in downtown and south lk union should subsidize transit.</p>
<p>Removing bus services from West Seattle on the weekends will force us to drive into Seattle- how does that help with traffic at all? I bring my children in downtown Seattle on "field trips" 2-3 times a month and you want to cut out the bus services for the 125 completly that really isn't fair. We moved from the country to the city to have access to public transportation why take it away from us</p>
<p>Metro transit is a vital part of my life and career. I have lived on the Eastside for six years, and Metro transit has been critical for me commuting daily to either my job in South Lake Union, or to graduate school now at the University of Washington. If Metro isn't as accessible and regularly scheduled as it currently is, I would have to drive and pay to park, thereby worsening congestion and costing more money for me, personally.</p>

<p>There needs to be a permanent, regional tax (from a variety of taxes: license fees, car tabs, property taxes, etc.) that consistently funds Metro operations. This funding crisis/route cuts & reductions every couple of years must stop. Let's get more creative in coming up with funding. What are they doing in other cities? Are there any sources of transit funding in Europe or Asia that would be applicable here? I'd also like to see additional highway tolls in the region (not just on the bridges) to help support transit operations like they have in Chicago. This would be a reliable and consistent revenue source.</p>
<p>I currently live in West Seattle and work at Harborview Medical Center. Traffic coming from West Seattle is already horrible as is; I can't imagine reduction in service that would ultimately cause an increase in workers driving to work. Please use your powers as an elected official to keep our public transportation system alive!</p>
<p>Please stabilize or increase funding -- we have commitments to CO2 reduction!</p>
<p>Access to efficient public transit is fundamental to fostering a healthy, prosperous city. If these proposed cuts go into effect thousands of people will be cut off from resources needed to live healthy lives. In addition, I would be forced to drive more often, increasing congestion, air pollution, and carbon emission.</p>
<p>The already limited service on Vashon Island makes living there a challenge. With regard to West Seattle and the bridge, traffic is already congested, and buses are already crowded. I can't imagine it getting worse. Seattle area is becoming less and less affordable and cutting bus services will only make traffic worse and living here less sustainable for what I believe is a significant segment of the population.</p>
<p>Cutting bus services will increase the number of cars on the roads, which leads to more congestion and more pollution!</p>
<p>YES! Seattle has such horrible issues already with backed up traffic problems and so few public transportation resources that they should provide more funding for Metro transit since it is a service that exists! The buses that I commute to work on are already full and I have to wait for multiple buses to come because the first one is full. With all the proposed bus line cuts there is going to be even more overcrowding on the current buses that are already full! Voters are obviously uninformed or do not use public transportation themselves if they are voting against taxes to support Metro. Voters must not realize that cuts to public transportation like Metro will affect their commute when people are forced to drive when the buses that provide them service to and from work are no longer in existence. The Elected Officials need to take the traffic and transportation issues into their own hands and provide funding for Metro so their services do not have to be sacrificed!</p>
<p>We need state transit funding to go back to 22%.</p>
<p>If the proposed changes that effect me are enacted, taking the bus will no longer be an option for me, I'll join so many of my coworkers in clogging up the roads in stop-start traffic.</p>

<p>We understand that Metro is proposing to stop the 193 bus from picking up passengers at the Tukwila Park & Ride. This proposed cut in service would be catastrophic for the hundreds of riders that get picked up at that stop every day. While riders in Federal Way have the option of several bus routes to choose from, in Tukwila that number is two with only ONE servicing the First Hill area. Metro is recommending that Tukwila riders take route 150 to downtown Seattle and transfer up the hill on the number 2 bus route. Not only would this add an additional 45 minutes to our commute each way, it would cause overcrowding and passenger cut offs due to the fact that the buses are full by the time they reach the Tukwila Park & Ride. I find this very frustrating since Virginia Mason Medical Center, Swedish Medical Center and Harborview all provide funding to operate this particular route. Please understand the deep concern about this projected cut and how it will affect the lives of the many that choose to take public transportation appose to driving a car to work each and every day! Thank you for your time, Carolyn Carolyn Haas Executive Assistant - Administration Virginia Mason Medical Center 1100 Ninth Ave – Mail Stop: GB-ADM Seattle, WA 98101 206-341-1392 Carolyn.haas@vmmc.org</p>
<p>Cutting funding for KC Metro would be extremely shortsighted. We already have traffic problems from limited highway availability and the parking situation is atrocious. There are already too few buses given the overcrowded nature of my daily commute. If you cut funding, it will cost us much more in the long run. Are you going to expand highways, add parking, spend money to build out the light rail?</p>
<p>You somehow need to find the funds to keep these bus routes in place, not reduce them! People can't afford to drive and pay for parking/gas. What kind of city is Seattle if it can't even provide bus service to nearby neighborhoods? Transit has always been Seattle's black eye and it continues to get worse, not better. Shame.</p>
<p>We need to have a reliable public transit system that, first and foremost, allows people to get to work in an economical, efficient, and affordable manner and, second, allows people to reach their social destinations.</p>
<p>If you reduce routes, that forces more cars on the road. How does that help our environment or congestion on the roads? Don't bus fares pay for transit?</p>
<p>My bus is crowded and PEOPLE depend on its service. Cutting the 28 line is an absolutely ridiculous measure. The worst decision Metro made this year was the creation of the D line... it's slow and inconvenient and should be eliminated in favor of express lines.</p>
<p>I think funding should be based on ridership. Routes that are used heavily should not be adversely impacted by funding cuts.</p>
<p>Realize that while we aren't the best bus system, we're better than many others in this country. There's a reason why we're called King County Metro and not Valley Metro (Phoenix's bus/light rail).</p>

<p>Metro is an essential way to get to work in the downtown Seattle. If routes are cut all together while other are eliminated than more people will start looking at driving into the city since the routes they take will be over crowded and probably unreliable (over crowded buses are usually very late buses). The potential gridlock is immense. Of all the things that taxes pay for this is the one thing I use and if the cuts do happen then it will be on my mind next election when I vote. If an incumbent isn't working very hard to correct this problem they should be.</p>
<p>The buses are currently overcrowded now most days</p>
<p>It is abominable that funding cuts keep coming back to our Metro bus system. There is evidence that more people use alternative transportation methods rather than driving and we all are in agreement that this is the direction we want our city to go. Yet we keep punishing our bus transit system year after year with budget shortfalls. To make our city livable, affordable and moveable should be a priority and our bus transit system should not be taking this brunt.</p>
<p>Don't cut bus service</p>
<p>More accountability - stop wasting money and put in better controls.</p>
<p>The RapidRide buses to and from West Seattle are already bursting at the seams with riders. Most people are angry that you can't always even get on the bus that you want. Further cuts on other bus route options would only make RapidRide even more crowded and lead to hostile situations.</p>
<p>Please fund Metro Transit!! Buses are good for the environment and take away congestion on already extremely busy streets. It's totally backwards to be cutting funding for buses!!!!</p>
<p>I moved from Renton to Puyallup, to downsize, and continue to work in Kent, for Boeing, and that was only possible because of public transportation, as the roads our not passable to the degree I can stand. The 913 is getting more and more riders, some days standing room only. Maybe cut the number of runs rather than the entire route, or even better cut big Gov. and put the money down at the bottom for the people. Thanks for reading my input! Larry B. 425-577-0399</p>
<p>I ride link from columbia city to the tunnel, then transfer to one of the 70 routes to UW campus where I work. The link works great. Over the last year or two there have been numerous times when the 70 route buses leaving the tunnel to UW were packed and did not load new passengers. Do you know how many UW people are on these buses? When buses can't take on new people that means many of us are late to work and miss classes. I suspect you are not capturing UW riders in your surveys.</p>
<p>If these cut's happen to Metro and we lose a huge amout of bus service, all that is going to do it make people drive their cars. More cars on the roads are going to just make more congestion then their already is, with more accidents because of the stress everyone will be in on the roads, not to mention where are all these cars going to park?! Parking is already packed throughout the city and it's outskirts. You will be cutting out buses like the 66 which is the only bus that stops along eastlake, where there is major businesses like , Zimogenics, Fred Hutch, the SCCA and the UW to name a few! This is such a poor decsion. Mass transit in a city, is incredibly important to making that city run smoothly. Tourist coming here will think it's crazy that we don't have better transportation and there are so many cars on the road....how green is that anyway!! I have been here over 20 years and have ALWAYS used metro....it will be awful if these cuts hit and I'm not sure how anyone could see that this would be the best way to figure out the money issue.</p>
<p>Have some suggestions on way to save money...</p>

<p>I ride the 244 bus to and from work every day. This bus is consistently near full. The fact that Metro is stating that this is an underperforming route is baffling to me. If a near full bus route is underperforming, then the routes that are considered healthy must be absolutely packed. Many commuters depend on route 244 for their trip to and from work, and it needs to stick around.</p>
<p>Keep the 265! Lots of us depend on that bus every day.</p>
<p>ROUTE 167 SHOULD NOT BE DELETED!</p> <p>This incredible express should not be deleted as it is primarily aimed to help staff/faculty commuters that live in South Seattle/ Renton/ Tukwila area, which encompasses a large percentage of UW Commuters, not to mention the numerous of regular riders that I could only judge as UW students, wearing their UW purple with pride.</p> <p>I have tried your recommendations of "alternate routes". I quote them as they are horrible alternates and honestly make me laugh because whoever recommended these alternate routes has obviously never tried commuting via those routes before. Yes one can take the 101 or the 106 or the 143 to downtown where one must make a transfer to the already overcrowded 71,72, or 73 buses, which inevitably extends the commute time from 45 minutes (thanks to the 167) to 1 hr and a half - 2 hours. Waking up 3 hours before I begin work and getting home hours after the sunsets can only lead commuters to one comparable option - drive your car. Which Metro will continue lose more money as many would IMMEDIATELY cancel their Orca card, as I definitely will if the proposed planned comes to pass.</p> <p>On a personal note: I tried commuting from the Tukwila station for two months when I began my job at the UW. Though the train ride could be very peaceful (but very long) once I had to make the transfer to the 70's buses to take me to the UW district my mood completely changed EVERY TIME. I felt defensive as I knew people would begin to shove (someone elbowed me once cutting in front of me, to where I spilled my coffee on both them and myself) and cut in line, do anything they needed to just to get a seat on the bus. The same went for the bus ride home, which was a HORRENDOUS experience as the buses would perpetually arrive late - 5-15 minutes late or arrives early - 5-7 minutes early (corner of 43rd and The Ave) which would make me miss my connection to the train. On top of that the buses were so crowded the bus driver would have no choice but to skip the stop on Campus Drive because there was simply no more room. This goes without saying during football/ baseball/ and soccer season commuting down through the tunnels was nothing short of horrible.</p> <p>Route 167 has been one of the main reasons that I have adopted and began to love public transportation, it made going to work EASY & PLEASANT !</p> <p>Sincerely, A hopeful commuter</p>
<p>If cuts must be made, make them to Capital Hill and Queen Anne routes as some of them can walk to downtown. Do not cut West Seattle and Burien!</p>
<p>The buses are already too crowded. My work stop is Convention Place, last one in the tunnel as I head north. Every single night the buses leave people at the stop since there's no room. You are blessed with a city and a younger generation that wants to take the buses instead of drive. Raise fares and/or increase funding. Our economy and environment needs these buses.</p>

<p>A lot of the recent local political campaigns have been run on platforms that address traffic congestion, conditions of roads, and cost/availability of parking. There's only so much space for roads and parking spots. I don't want my neighborhood cut in half with an 8 lane thoroughfare and I don't want to live next to a parking garage. The only way to reduce vehicles on the roads everyday is to have a viable alternative for transportation. There are numerous reasons not to take the bus that are becoming increasingly valid: it doesn't come often enough, it doesn't fit my schedule, it takes longer than driving. If service is further reduced, then more people will abandon metro, causing a larger loss in revenue. This is a downward spiral that will eventually kill the system we have. Funding alternative transportation is the single most important thing that can be done to reduce traffic congestion. With more capital and a bolstered transit system the reasons not to use Metro will be reduced, increasing ridership, and increasing revenue. More vehicles on the road damages them faster, more vehicles on the road creates more congestion, more vehicles on the road is not a sustainable policy for a growing city that many people see as being choked with traffic.</p>
<p>I'm not sure how funding for Metro works, so I don't have anything useful to contribute.</p>
<p>Ask each city for financial support if citizens agree.</p>
<p>there are probably more ways that Metro can be efficient, I often see busses running one after the other going to the same location - 1 full and 1 empty.</p>
<p>Recommend keeping Route 31 from Magnolia to UW during peak hours. Route 31 is a commuter route for UW employees and will impact ability for UW staff to get to work on time, which would in turn cause more cars on the road.</p>
<p>Why do you provide heavily subsidised taxpayer funded bus service to rich people?</p>
<p>I rely on Metro bus route 56 that leaves at 5:33am from Admiral and California three or more days per week. If this route is cut back then I will have to drive my car into downtown Seattle and congest the streets even more, plus incur expensive parking I can't afford. The buses in Seattle are already overcrowded. We need more buses, not cuts. Try taxing Amazon and Starbucks if you need more money. Vince Hosea 206 679-9504</p>
<p>Riding Metro is a way of life for many people in this city. Please put on your creativity hats and work to find the funding to not only maintain but improve service.</p>
<p>Cuts to West Seattle schedules would be any even bigger impact on the already heavy traffic coming from that direction. Please keep these routes in service!</p>
<p>I think instead of eliminating a route Metro should look at the ridership on the runs currently offered. For example the 205 has a 2 and 3 run and ridership is very low. Eliminate those runs and keep the 4 and 6 run or consolidate those runs and offer a 5 run. This bus serves the hospitals, UW and high schools. It is a dependable efficient way to get from Mercer Island to work.</p>
<p>Fund the transit system</p>
<p>Stop cutting the funding!! I hate hate hate spending an hour and a half getting home on what is a 15 minute car trip. In bad traffic it is 30. Our transit system is turning to shit!</p>
<p>In a city with BOTH 1) horrendous traffic congestion, some of the worst in the country and 2) limited & expensive downtown parking, the bus is the ONLY option for economic & environmental reasons; pull your head out of your ass, come to the reality of 2013 and figure out a solution to all these budget deficits in all different areas of government, the people you serve do it on a daily basis, learn something from them...</p>

<p>You already cut our route 79, now you are cutting the only other option which is the 72 yet the 76 and 77 are untouched. Cutting the 68 means no way to U Village nor Northgate from where I live.</p>
<p>If the legislature approves it, why don't you extend the \$20 car tab fee and make bikes pay it too. I heard something about a tax of \$150 per \$10,000 of your cars value. THIS IS OUTRAGEOUS. I CAN'T AFFORD THIS. You also need to apply car taxes to bikes. You should also consider raising fares.</p>
<p>Don't close the 43!!!</p>
<p>METRO TRANSIT PROVIDES A VERY VALUABLE SERVICE TO MANY RIDERS AND MORE IMPORTANT GREATLY REDUCES TRAFFIC ON OUR BUSY HIGHWAYS. PLEASE DO WHAT NEEDS TO BE DONE TO INCREASE FUNDING FOR METRO.</p>
<p>The City of Seattle promotes increased density. King County should provide increased service in areas where this takes place. A prime example is Interbay. A large apartment complex was built at 15th Avenue West and West Dravus. Despite hundreds more people and - at a minimum dozens more riders, Metro service remains unchanged.</p>
<p>We're always being encouraged to 'get out of our cars' but this proposed cutback in Metro service will obviously have the opposite effect. It also always seems like the less affluent areas receive the greatest cuts in service.</p>
<p>I am concerned with the loss of Route 66X - I ride it at 5:30 in the morning, and there is often standing room only by the time it picks me up at 45th and Roosevelt. This is one of the best ways to get to the Ferry terminal - I'm concerned with the rout changes that we're going to lose this efficiency and my commute will be lengthened by the freeway/bus tunnel route.</p>
<p>Why cut the 173 when it is a good well used route?</p>
<p>The bus is a great way for people like me, who have a lower income, so get to seattle and to work every day. I would take it on the weekends if it didn't take over an hour to get anywhere. I think there should be more 301 buses during the day, as well as more 120/121/122/123 buses during the day. The 121 is the only way I can get to work in the morning and not have a walk a long ways. I feel that cutting the 121 would be a great hinderence, seeing as the buses from 6:30 to 7:00 go to terminal and that is when a LOT of commuters would take the bus. There's also a gap from 3:15 until 4:30, which is a RIDICULOUSLY long time to wait if you miss the bus. I hope that this line gets more frequenet coverage, and doesn't have a decrease.</p>
<p>Maybe we would have more funding if Metro did not pay higher management so money. And are the people doing these changes of the buses really get out there and ride these routes. I think not!!! One of the routes I ride 179 has a lot of people that ride with standing room only. Really what are you thinking???</p>
<p>severe service reduction when ridership is growing goes against every ounce of common business sense and WA State Commuter Trip Reduction Law which REQUIRES businesses to encourage & find ways to get people out of SOVs & onto mass transit. Metro hasn't raised fares in over 2-yrs. Need to raise fares & not depend on subsidies so heavily. Also, light rail riders are on honor system to pay B4 boarding. I bet 50% dont pay so budget is further in the hole. Don't expand light rail--too expensive & takes too long to build. Fix the bus problem now & service current riders.</p>
<p>Raise Taxes. Increase Services.</p>
<p>The more people who ride the bus, the less number of cars on the freeways. If buses are too crowded for the longer commutes (Eastside into Seattle) people will drive instead. You need to make it convinient for Metro riders or they will quit using Metro.</p>

<p>Stable funding through a vehicle excise tax seems like a sensible solution that would be fair to everyone in the county that benefits from road use, whether they are driving a vehicle, taking transit or using public space in any other capacity. I ride the bus daily, but I also use my car when it makes sense to do so. I am more than willing to pay my fair share--that's part of public responsibility!</p>
<p>The people have spoken! Why haven't you all listened? Many people who ride the bus have options to commute/travel with other methods, such as single occupant vehicles. I am one of the many who doesn't have any other mode of transportation. I don't qualify for ACCESS, and ride the bus almost daily for errands and work.</p>
<p>As soon as we can get around Tim Eyman's anti tax initiatives we need to instate the necessary taxes or other revenue means of increasing besides raising fares. I've ridden the bus since I was in 8th grade and have seen youth fares more than double and adult fares go up a dollar. All the while the value you get for your fare is increasingly diminishing. I understand the terrible place you are all in currently as far as funding, but as soon as possible please begin the process of working to make the bus MORE affordable and more of a means of transportation worth riding on. Thank you</p>
<p>Funding is mandatoty for low income people who have no other means. You cannot have a great city with poor public transit.</p>
<p>If service is reduced I will be forced to drive and may not enticed to ever resume being a public transit user. Up to this point I have been a life long transit user.</p>
<p>route 40 has become almost unmanageable. My work schedule is not even in peak hours and the wait time has gotten worse. There are days every week in which the bus is full enough to not admit more passengers.</p>
<p>The 12 route is a terrific option to get cap hill residents downtown. Though I work at home, I know many friends who commute to work on the 12, and I often use it to get downtown. Without it, there will be a large gap between the 43 and the 10 and I'm afraid many residents will have trouble commuting or bring out their cars again. We need more routes to get around town, not fewer. It seems like some of those increased downtown parking fees should help support metro services...as should our state legislatures</p>
<p>Funding should be tied more closely to property values than vehicle registrations or usage. The whole point is to get people out of their cars.</p>
<p>You're proposing to cut out service in one of the most needy areas of poor & middle income people. You want to cut out the 27 and stop the 14 after 7PM. what happens to those who work after 7PM? They'll have to walk possibly miles in the dark in one of the more crime ridden areas. This is a terrible solution. At least keep the 14 running until at least midnight. Thank-you.</p>
<p>Keep routes 72 and 271. Students need to get to Bellevue Community College. How does one get to Bellevue Community College from the UW without the 271?</p>
<p>Metro transit reduces congestion, a major issue in the city of Seattle. It also allows people to get to work and perform daily errands - things that would be difficult to do for many people without the public transit available to do so.</p>
<p>I don't mind paying for increased bus service. Tell me how much it costs and I'll vote for it.</p>
<p>The city cannot afford to reduce services. They should be increased due to the heavy congestion issues.</p>

<p>Do everything you can to find a more stable funding source. The proposed cuts hit night service disproportionately, and if we want to be a city where it's feasible to live without a car, service must be provided day and night to all the urban centers and dense neighborhoods, not just during traditional commute times.</p>
<p>buses are already crowded at peak times please reduce the frequency rather than delete as many routes as are planned. turn more route into commuter routes with limited hours. example; #47 was not improved by splitting it from #14. extend the route to Jackson st. and reduce the frequency by 10 minutes. we need more transportation options not less. there are already too many cars on the road.</p>
<p>reduce / eliminate routes with least usage per hour raise fares to cover higher percentage of costs</p>
<p>Your current proposed cuts in service are going to nearly destroy my ability to commute to work on public transit. I currently have a 1-hour commute from North Capitol Hill to Georgetown, taking the 47 the full length of its route and connecting to the 106 in downtown. Your cuts will leave me with a 30 - 40 minute walk to the nearest 124 or 131 stop in downtown, and then dealing with service on those routes that has been cut by 1/3rd to 1/2 -- on routes that ALREADY run atrociously late at the best of times. I expect to have at least a 2-hour EACH WAY commute on overcrowded buses that run late -- if I'm lucky. YOU NEED TO FUND PUBLIC TRANSIT! The irresponsibility of our legislature to maintain and improve basic infrastructure needs in our community is a disgrace.</p>
<p>Provide tax revenues for increased bus service.</p>
<p>Transit is an essential mobility option for riders and drivers. Drivers benefit from fewer cars on the road, especially during peak travel times. If we are to address climate change and fuel shortages and costs, we must increase travel options, especially transit!</p>
<p>Low income people need the bus service. My husband was laid off so I am the sole breadwinner. I work downtown and parking is outrageously expensive. We try to cut costs wherever we can to be on one income. One of the major ways we save money is through using the bus. I take it to work every day. PLEASE PLEASE PLEASE do not take the 131 bus away. I need it to get to work affordably. Here is what you need to do. Hire someone who is AWESOME at events and have a HUGE FUNDRAISER EVENT. Get the catering sponsored, get music sponsored GET SPONSORS. Hire a really savvy event planner/ad agency who has GREAT IDEAS for a gala event of some kind that will publicize and generate income. There is a lot of money in this city. You just got to get AT IT. You gotta make it SMART to take the bus. Not thrifty (although it is) but SMART, cool, hip, a feature of a civilized culture that Seattle wants to be. You need an awesome ad campaign and an awesome event that people WANT to be at. Its either a quantity for the people event that is not too expensive but still a party - OR - you need to target the big spenders and and it needs to be fancy. You gotta partner with businesses, get them to donate. YOU ARE SERVING BUSINESSES so ask them to serve you back with donations. Grease it up! COME ON Metro IS SEXY you just got to sniff out where the cash is and get that donated. Ad campaign, partnerships, hire a think tank. Do something fucking awesome to get that \$\$\$\$..... Dont think standard boring stuff. Think outside the box.</p>
<p>Many citizens rely on the metro service for transportation, including myself. A lot of us have reduced their car time and resorted to a more cheaper mass transit option. Driving a vehicle is getting more and more expensive every year and we need mass transit more than ever. Reducing service would effect this county greatly.</p>
<p>cut rising paychecks for ineffectual and non-performing employees- seniority doesn't cut it-</p>

<p>Reduced transit support will cause a hit to the economy and local traffic by causing riders to take more expensive and less efficient transportation options like driving, which will only transfer money out of our local economy.</p>
<p>The buses are already full. Decreasing service will put a lot more people in cars and make commutes worse.</p>
<p>The bus I take to and from work, is the only way I have into my work. I feel very strongly that we need to add to the funding as opposed to cutting it. Without my bus, I have no job!</p>
<p>I am a disabled veteran. I ride 927 to Issaquah Transit Center to catch the 554 into downtown for my appointments at the VA hospital. Eliminating the 927 will force me to take the morning and afternoon rush hour busses for a one hour doctor visit making my day in Seattle 8 hours long with most of it just waiting around. With the 927 I can leave later in the morning and return earlier in the afternoon. The 927 is our only Sammamish plateau bus running during the day. I absolutely rely on the 927. Please retain this route. -- Kind regards, Michael</p>
<p>Is any consideration being made to just raise fare costs? We ride the buses, let us pay a bit more. Or, rather than adding bike lanes, funnel that money into Metro. Or instead of making parking spots "mini-parks", how about using those costs for Metro transit? Or instead of spending millions on studies that go nowhere, or wasting money on the 520 bridge, put that money into Metro. We're presently trying to give massive tax discounts to the Boeing Company, while at the same time Metro is going to be cutting service to the employees trying to get to Boeing to work.</p>
<p>Approve funding.</p>
<p>N/A.</p>
<p>Increase taxes! The county should tax companies that do not pay for their employees orca passes, and that tax money can go towards this. Introduce a tax to large corporations that are far from the city center forcing ppl to take their cars. Increase sales tax - does all the sales tax go towards public transportation? Introduce a welcome tax to new homebuyers based on how many bus lines they have access to in their neighborhood.</p>
<p>Transit systems are a crucial part of any urban environment. Legislators should be coming up with ways to increase funding for Metro, not forcing it to cut services to make up for gaps in the budget. Furthermore, reductions in service and increases in ticket prices disproportionately impact Metro riders who are poor and people of color. Service reductions of this kind are taking Metro in absolutely the wrong direction.</p>
<p>The city of Seattle is pushing it's residents to increasingly give up cars and switch to alternate modes of transportation. The most obvious mode of alternate transportation for most people is to take the bus. I ask you, if you allow Metro to reduce it's service even more than it already has how do expect more people to give up cars or find alternate modes of transportation to and from work. If Metro makes the proposed cuts to my route me along with thousands of other people will be forced to start driving to work. This is the opposite of the goals. King county and the city of Seattle must decide to increase funding for Metro. Washington State law requires that employers with more than 100 employees in one location provide alternate transportation, this becomes a worthless law when metro is forces to cut it's service by 10-20% each year.</p>
<p>I ride the 5 and its always packed, standing in the aisles, doesn't feel safe. I think the main commuter lines need more service to continue to increase ridership.</p>
<p>Do not cut 21 or 12. No other way to get to SODO from Cap hill</p>
<p>Do not cut the bus routes on Capitol Hill. People use them all the time especially to commute and the neighborhood is only growing.</p>

<p>Yes please keep Route 236 the same. This is the bus I catch on 116th Ave NE</p>
<p>Stop talking about sustainability and the environment if you are not going to support funding public transit and expanding it instead of reducing it.</p>
<p>The 71 bus is the Bryant/Wedgwood neighborhood's direct link with downtown. If service is cut, it will make it difficult for myself and my neighbors to get to our jobs during the week and will significantly reduce our ability to travel downtown on weekends. I urge Metro to maintain the 71 bus, as it has high ridership and serves a critical need.</p>
<p>Metro's decision to delete Route 243 makes no sense. Metro has had it out for this route for years, based on ridership info that was collected during the slow winter holidays period. Despite deleting one of 3 peak afternoon buses, Route 243 is consistently full and often has standing passengers. And now Metro wants to delete the only bus route that provides service to/from N. Seattle and the future Husky Stadium rail station via 25th Avenue NE. How does this make sense?</p>
<p>Public transit is essential for the social and economic viability of this region.</p>
<p>It's extremely important for me to use the bus to be able to go downtown or the U. District without having to add to traffic or parking issues.</p>
<p>Metro does a phenomenal job providing reliable service to all of the communities throughout this region. Without regular service to all these communities, it will be more difficult for people to travel to jobs, important appointments, and ultimately back home to their families. Prioritize transit services!</p>
<p>University of Washington students rely on many of the bus routes that will be deleted if the legislature fails to provide additional funding to Metro or allow King County to fund Metro itself. I would like the legislators who oppose funding Metro to propose how students should get to campus every day when the cost of parking is exorbitant and the UW literally does not have enough parking spaces for all of these students to drive. I would also ask the Washington legislators that do not represent King County and who are opposing funding Metro to separate King County's tax fund from the state's general tax fund. King County provides significantly more tax revenue to many of these counties than it receives, while many of these counties receive more revenue than they provide. If they do not want to fund Metro because they believe it imposes an unfair tax burden on their constituents, they should decline to accept revenue from King County. King County residents would be significantly better off economically if all the tax revenue we generated were used exclusively in King County anyway.</p>
<p>Service should be increasing not decreasing. Stop optimizing the region for cars over buses and bikes.</p>
<p>There would be no good direct route from West Seattle to the Starbucks Support Center, and nearby businesses, after the proposed changes. For those of us trying to increase our usage, that's a huge problem!</p>
<p>I think the elected officials need look again at the buses that are on the chopping blocks. The buses that you are looking to cut are buses that Lake Washington School dis. uses to get the kids to school and well as the University Hospital, and The University Of Washington. These buses from the Eastside are already running at peak hours. I leave my house at 5:30A.M. and I get home at 5:30- 5:45 P.M. M-F. It is bad enough when you are trying to make buses and just miss one by 30 sec. and have to wait 10-30 Minutes for another bus. Have the people in the higher paying jobs take pay cuts. Also have SoundTransit and Metro work on working together on the schelules. When Sound Transit was put into play you took away Metro's working ability to run the right way.</p>

<p>The state legislature needs to allow local option funding for transit. I would support any reasonable tax or fee that would raise money to keep our bus service at current levels or better,</p>
<p>The Metro Transit needs funding before Bike Lanes, people rely and ride the bus 12 months a years, they ride bikes 6 if that.</p>
<p>DO NOT CUT SERVICE People rely on the bus to get to work, if they can not get to work they will not have any money to spend in order to pay the taxes you need to keep operating.</p>
<p>In Ballard, there are hundreds of new multi-family units that will open in the next 6 months. The bus I currently ride already is dangerously overcrowded. I get on the bus and my stop is the last to have seats. There are 5 more stops on the express before it leaves downtown. My service was already cut from every 20 min to every 30 minutes. I have no other way to get to and from work. Seattle roads cannot absorb more traffic. Why is the bus service not being funded? What happens to our economy when no one can get to work? Employers are going to stop bringing their business if their employees can't make it to work</p>
<p>We would support additional taxes/levies to establish consistent funding for Metro. It is crucial to the region's economic health and continued growth. It is also the only source of transportation for many who would be unable to continue their work, school, or daily necessities without it.</p>
<p>cutting the 240 line to end service at 9pm would greatly affect me. i would not be able to use the bus anymore due to working in Bellevue and often not getting off work til 9:30pm</p>
<p>A good public transportation is not "nice" to have, it is an ESSENTIAL part of any city that considers itself a desirable place to live, work, base a business. Without a dependable bus system many people would have to resort to driving (significantly adding to already very clogged roads, pollution & don't forget road rage..)) if that was even an option. For many of us driving is not even an option for medical reasons and consequently buses are our only mode of transportation from getting to/from work, to the grocery store, to school, to appointments. I can even see a scenario of having to quit my job because just getting to work by taxi would be cost prohibitive since I do not have a driver's license, walking is physically not an option and my work hours are too unpredictable to reliably join a vanpool . People just want to get to work reliably and safely -- why is Metro spending so much on luxuries like wi-fi and such ?? Where are our priorities?? It is hard to fathom how a city could even consider sports stadiums and the like while public transport, schools, BASIC LIFE NECESSITIES are sacrificed . Non bus riders wonder why they should have to pay taxes for a service (bus) they never use -- for the same reason that I have to pay taxes for a sports stadium I will never attend, for schools even though I do not have children, for a myriad of things. That's just part of what we all have to do in a civilized city. I have absolutely no doubt that businesses would be less inclined to settle in or relocate to any city without a good basic public transportation. That's looked at as much as housing, schools, environment for overall quality of life. Yes, there have been rate hikes but I know I would gladly pay a higher fare than lose service and am sure this is a feeling shared by many. Losing bus service would have far reaching negative impacts for EVERYONE far beyond just transportation , things that I don't even want to imagine.</p>
<p>allow king county to tax itself (residents) to pay to maintain at least the current level of bus service which is essential for our community.</p>

<p>I live in Windermere and the 74 is the only bus I can take home from work. I want to voice my concerns with eliminating route 74 all together and the effects of the riders in those surrounding neighborhoods who would also be forced to drive to work everyday, which would only increase both traffic and pollution.</p>
<p>I bought my house and picked my job based upon available public transit options. With the proposed changes I would have to purchase a car to get to work.</p>
<p>Any elected official voting to reduce or eliminate bus routes will lose their office. The citizens of this county are angry and will speak at the ballot box.</p>
<p>Stop buying all the latest bells, whistles and gadgets put out by high tech...strap your boots on and do YOUR jobs!!!!!!</p>
<p>I regularly use Metro. My wife with a balance disability relies on using the bus, especially to U-distri and downtown on Rt 71. The reduced route and frequency of 71 will make her travel (and mine) much more difficult.</p>
<p>Metro transit serves the most vulnerable and hardest working people in our community. My fellow bus commuters need service to get to our jobs every day, which do not pay very well. Reducing bus service would have negative consequences for the local economy, in addition to the obvious environments and traffic impacts.</p>
<p>Metro has made it very difficult for senior citizens in West Seattle to get about. When the 54 bus was still running, I just took 1 bus home. Now I have to take 2. Also paying \$27.00 a month for a Orca card is too much for seniors. So I ride the bus less now. I pay cash instead of getting a bus card.</p>
<p>Metro service is vitally important to easing congestion and conveying commuters from place to place. Reducing service is not the answer.</p>
<p>Start doing your job and working to improve our quality of life. Other than safety nothing in this region is more important to handle than our transportation issues. Building more roads for SOV also is not the solution. Large amounts of people in this region go to the same places and we should be working to encourage them to ride together rather than wasting more space and resources on new roads for SOVs.</p>
<p>If you want people out of cars, you have to provide adequate bus service. I have no car. I am a senior and I depend on the Metro system.</p>
<p>It's crucial to support transit to help counter the way too many cars on the road. Especially from south end.</p>
<p>The bus is awesome. We should strive to be a country leader in public transit</p>
<p>Cutting the number of routes will only make public transit less desirable. Longer wait times, more crowded buses equates to less reliable transportation. Please find a way to prevent these cuts!</p>
<p>Thanks for asking for feedback.</p>
<p>Transit is an essential part of our transportation system that accounts for a large percentage of total trips and should be funded accordingly.</p>
<p>yes, why dont you create more than 2 fare zones. your service area is so vast. Other transit systems around the world have a much more stratified fare structure based on more zones and distance traveled. if you don want to do that, raise fares at least another 50%</p>

<p>We should be increasing transit, not cutting back. I depend entirely on route 304 to get to work faster than I can drive and to pick up my kids from school in the afternoon. Please, increase funding to metro or traffic will be even more impossible.</p>
<p>Find the necessary funding, that's what their job is.</p>
<p>Please don't delete the #47 route -- I use it to get downtown for shopping and doctor's appointments, and it's full at peak hours.</p>
<p>Reducing mass transit in a growing urban area is a step back. The idea is to plan for future growth. I have lived and commuted by bus in Seattle for 30 years and the current changes are making my commute from Alki/West Seattle, anytime other than peak hours, a nightmare. There is no alternative but driving downtown and paying inflated parking rates during non-peak times. As it is now, I have a 12 block walk either up or down hill after I get off the bus. I protest. I am healthy and 60 years old. How long before I can't do this any longer?</p>
<p>Question 5 does not have the right choices - i.e. same routes, more efficient service. Question 6 - Invest in smaller busses, ie no need to run the articulated busses in Issaquah - hard to make the turns for example at Front/Sunset, and ridership does not warrant the cost of running the larger bus. The articulated (which I primarily ride for commuting purposes) are good for the direct services during peak hours. The 271 needs to run to Issaquah. Years ago two bus routes were combined into the 271 making it really inefficient to use for commuting, so I now take mainly the ST 556 between Issaquah and Bellevue, or U/W. Waiting to go home there will be 3 271 busses, two to Eastgate, one to Issaquah between the ST556. There only needs to be one, and have it go all the way to Issaquah. I am OK with the cut of bus routes through Bellevue College as long as there is a good stop maintained for access either at 142nd/Blv College, or along NE 148th (longer walk from here). Down town, there are way too many busses during peak period. I'd like to see bus route originate from the light rail stops 2 or 3 outside of downtown as the rail is far more efficient to move people OUT of down town (or IN in the morning). Same thing going north when it opens, region and local service from U/W station, (serving up to Revena) or from North Gate serving east and west from there.</p>
<p>How can you think about reducing service on a route that is full every day and night the 197 is one of the major transportations system used at the university from the south end. It is obvious you have not been on routes to evaluate what is needed and not.</p>
<p>It doesn't work if bus 150 ends service at 11pm. I get off work at downtown Seattle sometimes passed 11pm, how am I going to go home now? I don't live close to the tukwila transit, rather, I'm by south center mall. Currently I already need to walk over a mile from to the bus stop, cutting service would seriously affect my ability to keep my job.</p>
<p>If Bus service is decreased, some of us will have no choice but to start driving. With more cars on the road, the congestion will get even worse which is bad for the economy. We must improve transportation for Seattle and King County or the whole state will suffer.</p>
<p>I really don't see why you are shortening the 111 because there are plenty of riders out near Lake Kathleen, half of the 7 full length trips already have 5-10 passengers on board just past Liberty High School. Please reconsider this decision if the cuts unfortunately take affect.</p>
<p>My family relies on the DART 927 bus. My daughter takes it to head home from school. I take the 211 from First Hill. We would be severely impacted if these routes are eliminated.</p>
<p>Metro should be a top priority, and it is a shame and an embarrassment that the state is denying King County the opportunity and the freedom to increase service.</p>

Have an income tax to help pay
Taking busses away from minimally-serviced neighborhoods and rerouting them to places that already have substantially more access to transit isn't smart.
i would prefer reduced number of trips rather than cutting the service areas to #26 bus route.
People want to use mass transit--Kent Station parking structure is full by 7:00am most days. We should be encouraging more people to use mass transit & making it more convenient, not less.
One Bus Away is a fantastic service! When it's accurate :(Please endeavor to improve it.
If you want to stay in office vote FOR Transit. Transit is what makes a true city work for everyone. It also reduces traffic congestion, parking, emissions...Transit is good for Seattle like it is good for New York and Washington D.C. It definitely was a major point of why I moved to Seattle 27 years ago. We have a great transit system let's not lose it. I am willing to pay higher taxes to support it.
I do not drive, so the bus is my only option to get to work, the store, meet up with friends and get around. Cuts to this service will greatly affect my daily life and ability to be independent.
We have already lost the 125, 133, 22, 54 (or 55), 560 and 23 in White Center and we can't lose the 113. White Center is a lower income area and folks need to get to work. They need buses to get to work.
If you cut bus routes, you are going to affect a lot of people of all ages. Students would have a hard time getting to school, employees who don't have cars won't be able to work. Being able to take the bus is what keeps me employed right now.
Metro is under funded, over crowded and is only able to provide barely adequate service on the bus routes outside of downtown UNLESS you live in Ballard or the U-District. EVERY SINGLE YEAR, the 26 route gets put on the chopping block, so obviously no one is paying attention to the rider volumes into and out of downtown on this route to see that clearly it's a necessary route. I'm tired of having to fight every year to keep adequate bus service in through my neighborhood. Cutting the 26s would leave no bus service in Wallingford south of 40th, or East of Stone Way, so again, obviously no one is paying attention to rider volumes or growth (Brooks HQ at the corner of 34th and Stone Way) to see that the ridership is there and that cutting the 26 will put more cars on the road.
People rely on this service to get to their jobs. Reduce the service, and you risk people losing their jobs or moving out of the area to find work.
At the very least officials in King County should work with Metro to find better ways to fund the transit system, which is a vital link in providing a livable community for everyone.
It is getting harder and harder to use metro. I bought my house in large part because of the buses that were available and the routes they took. After living there less than two years, the routes have been cut in half, re-routed, and the bus size cut in half on many of those routes. Usually there is standing room only. The buses were re-routed so if you worked downtown on 3-7th avenues you had to walk uphill - which does not work for people with disabilities. All my peers are currently extremely frustrated with Metro. Many have stopped taking it altogether. Most of us are looking for jobs elsewhere because we hate our commute. It is truly ridiculous to be crammed into a bus that takes you way out of your way. My 45 minute commute is now up to an hour and a half one way (it takes less than half hour to drive it). I used to take one bus and now I have to take three. Wasting three hours on a bus a day when I live 10 miles away is just ridiculous.

<p>Fairly priced transit is an essential government service. Cutting below adequate service levels risks severe harm to the region's economy and social structure. When you ride public transit, you realize we really are all in this together.</p>
<p>Please reconsider funding the Metro transit. I believe we under play the health benefits (not to mention cost savings, eco-friendly, etc.) that mass transit gives with the reduction in stress, time to walk in the fresh air.</p>
<p>I am concerned that cuts to Metro service will decrease its reliability as source of transportation for commuters. Cutting routes means that other routes will be more crowded during peak hours. I am a professional who works in downtown Seattle, and often find that the buses coming to/from downtown at peak hours are at or near capacity. For example, if Route 47 is cut, Routes 49 and 43 will become even more crowded during peak hours. I am concerned that the Metro cuts will make riding the bus a less reliable option. And in doing so, Metro will only decrease the money it collects from riders like me who need reliable bus service to make it a viable method of commuting. I think this will only lead to more cuts in the future.</p>
<p>Yes, there is only 1 bus that goes from Woodinville to Bellevue, and cutting it would have a huge impact. 405 is already a mess in the carpool lane, adding all those extra drivers would be a disaster.</p>
<p>I would be willing to pay more to maintain current service levels. If my route gets cut, it will definitely mean 1 more car on the highway.</p>
<p>Communities with better public transportation are better communities, more attractive to new business and residents. Elected officials should be finding new ways to fund Metro.</p>
<p>Reliable transit is important for a growing city like Seattle for so many reasons.</p>
<p>Reducing public transit will increase traffic congestion, accidents, and commute times. We need to be adding MORE services, not reducing them. Get your shit together, open your eyes, and fund public transportation.</p>
<p>I oppose the reroute for the 355.</p>
<p>Please don't allow reduced services! If you think the streets are congested now, imagine pouring more drivers onto the road come 2014!</p>
<p>Not every resident wants or can afford a car. A majority of Seattle's population growth is planned within urban centers and villages because transit options already exist there. Cutting funding in dense neighborhoods goes directly against Seattle's strategic plan for the future.</p>
<p>Fund it! Our streets are jammed and everyone benefits when more people ride transit instead of driving cars.</p>
<p>I understand that budgets are tight everywhere, but public transportation is an important part of moving toward a more sustainable future. Adjusting routes and reducing the frequency of routes will only discourage people from using the bus. Mass transit needs to be convenient and affordable in order to make it a viable option. We are not investing in our future by making these drastic cuts.</p>
<p>I just checked the proposed cuts. Talks about cutting 214 buses because it is a low performing route. Really??? It's standing room only *most* of the time now, to the point of being dangerous. Just last week, someone who was standing passed out. Barely enough room for her to collapse to the floor. This is ridiculous.</p>
<p>Please continue the 12 route as is! It's my only option to get to work safely each day.</p>

<p>I bought a house in Greenwood because there was bus service to my job at the UW. Now there will be no realistic way for me to get to my job from my home, forcing me to change one or the other. I am committed to not driving to work but these cuts mean I either become a daily driver to the U-district. . . which has no parking because we're supposed to ride transit that is being taken away. I'm extremely angry at the lack of leadership by my city government that is causing these cuts.</p>
<p>We specifically moved to Seattle in order to use public transit whenever possible. We're hoping for more rapid rides and streetcars, as we ride them daily. We'd gladly see a slight tax increase rather than lose the use of public transit services. It's worth it to invest in Seattle becoming a modern metro city.</p>
<p>STOP CUTTING ROUTES FOR RAPID RIDE THAT DOESN'T WORK!!!!</p>
<p>I believe public transit funding is more important than funding for campaigns.</p>
<p>Provide service to enhance efficiency and convenience. Reduce traffic, parking costs and cars on the road. Allow commuters to get to jobs, shopping, sports and entertainment without the stress of driving.</p>
<p>It is critical that funding for Metro be maintained or increased. Two years ago a vital route 79 was destroyed and my commute doubled with a 1 mile walk to and from my bus stop. With the proposed change to route 355, my commute will double again. Please preserve a route that travels between 5th & James and the U district. The bus is packed with people like me that use our orca cards every day. Please do not ignore us again.</p>
<p>I feel that a failure to sufficiently fund Metro transit and force cuts of this magnitude is unacceptable. A comprehensive and effective public transit system is vital to the health of our city's economy. Aside from the huge benefit to low income populations, a huge proportion of professionals in the core of the city rely on public transit to get to work - we have a huge congestion problem, and forcing masses of workers to drive to work is not going to help. With these cuts, the stop near my apartment and the best routes to my firm will be wiped out and force me to walk an extra 20 minutes to the nearest useful line.</p>
<p>Reducing bus service is only going to put people in their cars and add congest our streets and freeways.</p>
<p>Do NOT cut route 304. It is the only Richmond Beach to downtown route!!!</p>
<p>Efficiency without reducing available bus options.</p>
<p>I ride the 5X to work everyday. Sometimes the bus is so full that we are dangerously packed together. Cutting this line would cause the bus to be even more crowded, especially in the morning commute hours. I don't see how this line can be cut without causing serious problems and creating a dangerous situation for those riding the bus.</p>
<p>The Route 120 bus is almost completely jam packed every morning, a reduction in service will most definitely result in people not fitting onto the bus and being late to work, hurting the state's economy even more.</p>
<p>Please do what you can to establish a *local* funding source for Metro: city of Seattle, or King County, or both. It's ridiculous that we need to get permission from the state just so that we can levy our own taxes on our own residents. We need to break out of this holding pattern and stop letting the state hold us hostage.</p>
<p>Numerous people depend on the public transportation services from Metro to not only get from and to work, but to other essentials of life like the doctor's office and the grocery store. In a world where we need to be ever-conscious of the impact of vehicles on the environment, we should be encouraging more public transit use, not less.</p>

Cut your salaries not transportation used by working class people
It's important to think about key locations that people are traveling to. For example, I am a student at the University of Washington and rely on routes 31 and 32 to get to school.
Please give more funding for public transit. It will decrease traffic and improve the lives of everyone in the city, even those with cars. I'm in my late twenties and out of everyone I know who is my age or younger, less than 5% own a car. Cutting funding for public transit is a huge step backwards, and increasing funding for public transit aligns more closely with the values and practicalities of the city-dwelling population.
Please do NOT change the Route 12 service to end at 15th and Madison. Continued service up Madison and along 19th street is critical to keep 19th growing (currently new apts and restaurants are opening). Ending service would significantly impede this areas ability to grow and attract new residents, etc.
Get Metro more funding. The number of King County citizens who depend on Metro for daily transit can not afford to be left to fend for themselves.
increase fares if needed
Fuel & property taxes, as well as vehicle taxes. Oh, and congestion pricing.
This is outrageous. If we consider ourselves a environmentally friendly and progressive city, we should ENCOURAGE people to use public transportation and DISCOURAGE driving personal vehicles. Don't make it difficult for people to do the right thing. Even with the way things are now, busing is NOT convenient to most places in the city. The proposed changes will make it nearly impossible.
Cutting Metro transit services is extremely shortsighted. Thousands of people rely on Metro to get to work and to get around the city. For example, Metro is the reason my husband and I are able to share a car instead of both driving to work. Cutting service to the point where people can no longer get around will not only put an unfair burden on our poorest citizens but will also increase congestion as people like me turn more and more to cars for transportation.
Metro is critical for me to get around. I currently work and go to school in the UDistrict. I can't afford to park there everyday. More frequent service means that I'm much more likely to take the bus when I go out or run errands. Traffic is already bad in this area. Cutting buses means more cars.
I feel that eliminating route 68 will severely increase the passenger load on the route 372 buses. This is because many people use these two routes to travel north from UW Seattle Campus. I did note that there are plans in place to increase the service to Route 372; however, I do not think that the increase in service will offset the elimination of an entire route. I urge you to consider travel epicenters, such as UW, and the people who travel to and from those locations, when deciding which services must be cut. Thanks you.
Our family uses Metro every single day to commute to/from work and school and to go about the business of our daily lives. Please value this as much as other things.

<p>This is hugely important and disproportionately affects students and the poor, who rely on buses to get to jobs, school, and healthcare. The buses in the U district (I have most experience with the 71, 72, and 73) usually fill up early in their routes, which means that even if a bus comes every 8 minutes, it can take over half an hour to catch one. Furthermore, the proposed route changes from University Avenue easily adds half an hour to many students' commute times. For me personally, it will stop me from being able to get downtown to help my little sister from the ferry to weekly doctor's appointments because of the timing and will make it much harder to access food compatible with my allergies. I also depended on the buses down University Way last year when I broke three of my toes, and without them I wouldn't have been able to get to school for at least a week and would have missed three midterms.</p>
<p>Eliminate the non-peak reduced fares. I really question how many people can change their schedule in order to get a lower fare. It costs the same to operate a bus, no matter the time of day.</p>
<p>Ask them why they chickened out from addressing local financing options for transit, and instead adjourned without taking any action? Cowards.</p>
<p>Busses make the roads safer, less congested, healthier, faster, and more wonderful! Please fully fund, even if it means reducing projects for autos!!</p>
<p>In terms of increasing the economic strength of King County, I cannot think of a more needed investment than putting money into transit. It improves the quality of life for residents (making the county a desirable place to locate businesses) and reduces our reliance on cars (meaning we can spend less on road maintenance over time). It is also extremely necessary in order to accommodate the rapidly increasing population. Lastly, a strong transit system means that low income populations will not be left out of this new and exciting economic growth (which leads to better early childhood education, better educated workers, keeping dollars local). Truly, this is the investment we need to be increasing, not decreasing.</p>
<p>In terms of increasing the economic strength of King County, I cannot think of a more needed investment than putting money into transit. It improves the quality of life for residents (making the county a desirable place to locate businesses) and reduces our reliance on cars (meaning we can spend less on road maintenance over time). It is also extremely necessary in order to accommodate the rapidly increasing population. Lastly, a strong transit system means that low income populations will not be left out of this new and exciting economic growth (which leads to better early childhood education, better educated workers, keeping dollars local). Truly, this is the investment we need to be increasing, not decreasing.</p>
<p>stop chickening out of the tough decisions. Why did they adjourn without addressing ways for cities to identify new funding sources?</p>
<p>Please fund public transportation, this kind of infrastructure is critical!</p>
<p>Funding for metro should be maintained if not increased to levels beyond what they are now.</p>
<p>Traffic is terrible every single day. every day. we should be increasing transit services, not decreasing them.</p>
<p>Canceling the 60 route will leave myself and many other seniors on this route WHO DO NOT DRIVE with no bus option to and from the Ballard Northwest Senior Center. Between escalating rents and decreased bus service, Seattle is quickly becoming an unwelcoming place for seniors.</p>

<p>The cuts to the 27 and 4 are ridiculous. I currently ride the bus from Judkins Park to Downtown and rely on the 27, 4, and the 14. These buses serve a great deal of people between Martin Luther King Jr Way S and Downtown. If they are to go, then the already crowded buses will be even more crowded.</p>
<p>I think it is absolutely insane that you are cutting service in rural area's. Covington in particular, removing two routes (159, 158) when route 168 is already packed is inconvenient on commuters. If you are truly going to eliminate these routes, you should ensure that the schedules of buses at Kent station for instance ALWAYS align with train schedules. I should not have to wait 30 minutes because route 168 left 1 min early, or on time because the train was late. There needs to be an increase in route time (168) if you are eliminating routes 158 and 159. Completely disappointed with the changes</p>
<p>The bus service is critical in terms of keeping traffic low and minimizing pollution of single drivers on the road. I would be willing to pay MORE if I had a reliable bus route that I could depend on.</p>
<p>Metro should be a priority! I consider it one of the essential tools that I use for my job. The proposed cuts would mean I would likely need to drive to work more often: one more car on the road into downtown, and more money I'd be spending on gas & parking/less on purchasing things that would stimulate the local economy.</p>
<p>If you want to have a a car tabs surcharge, then give all the people who pay it a free ORCA pass. Only a portion will use it, and those people could become converts to mass transit while most people then don't feel like they're paying for nothing.</p>
<p>Between deteriorating roads and increasing population it does not seem the slightest bit wise to cut service and put more cars on the road. I ride a standing room only packed route EVERY day to work, and it's a route on the deletion list. That's hundreds of people every day who will have to find alternate transportation to work. From just one route. Added up over many routes and that's thousands of citizens who pay taxes to have benefits such as Metro that will be completely unserved by Metro.</p>
<p>Please do not delete the 113. It is the fastest way to get me to work. If it's gone, I'll have to drive. Adding more cars on the road is gonna hurt Seattle more.</p>
<p>Cutting service is NEVER the solution! Find the money somewhere! How about those failed Emergency Management projects that the county has invested over 1/2 million in!!?? We pay enough property taxes and deserve the services that we pay for!</p>
<p>If bus service is cut, I will likely drive more and I believe others will do the same. This will increase congestion and require more road maintenance.</p>

7. Which survey track would you like to use to share your feedback?

Track 2: I'd like to share feedback about how these proposed changes will affect my use of transit for a specific trip I take most often or that is most important to me. – 100% of Respondents (2,459 respondents)

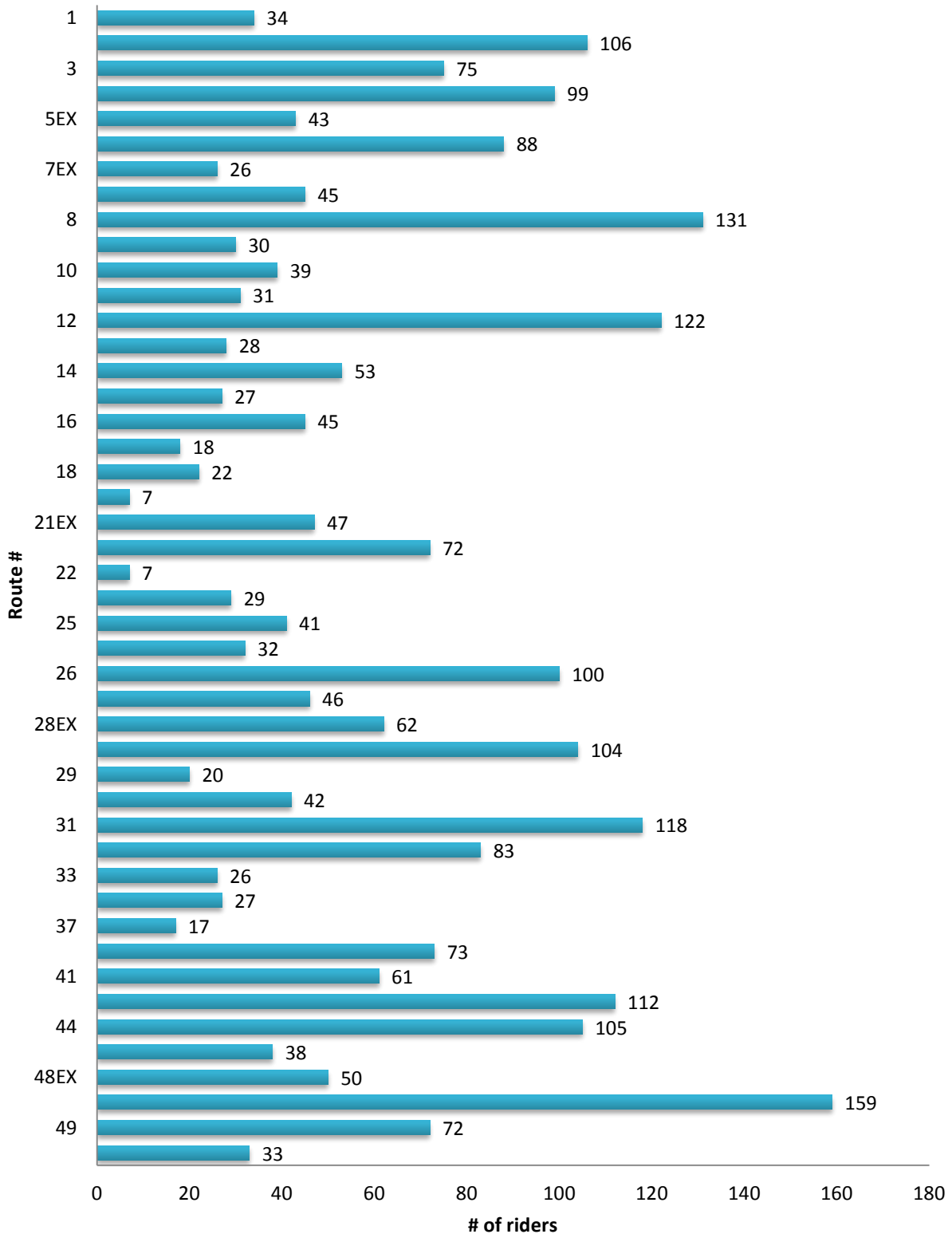
Questions 8-16 are for the short form of this survey.

The next question you will see will be Question 17.

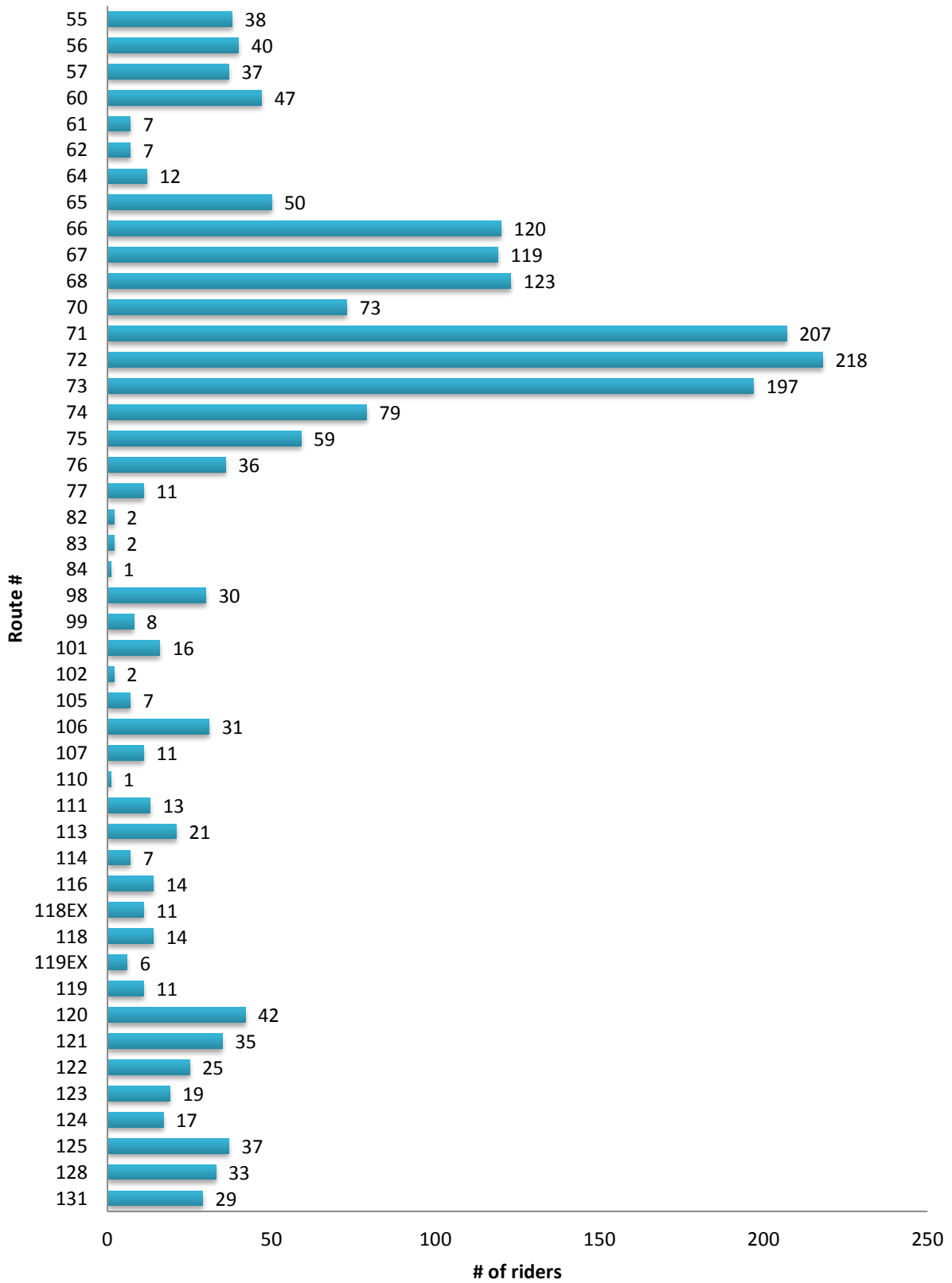
17. Thinking about the transit trip you take most often or that is most important to you: Tell us which route(s) you use to take this trip (check all that apply):

Total Respondents: 2,515

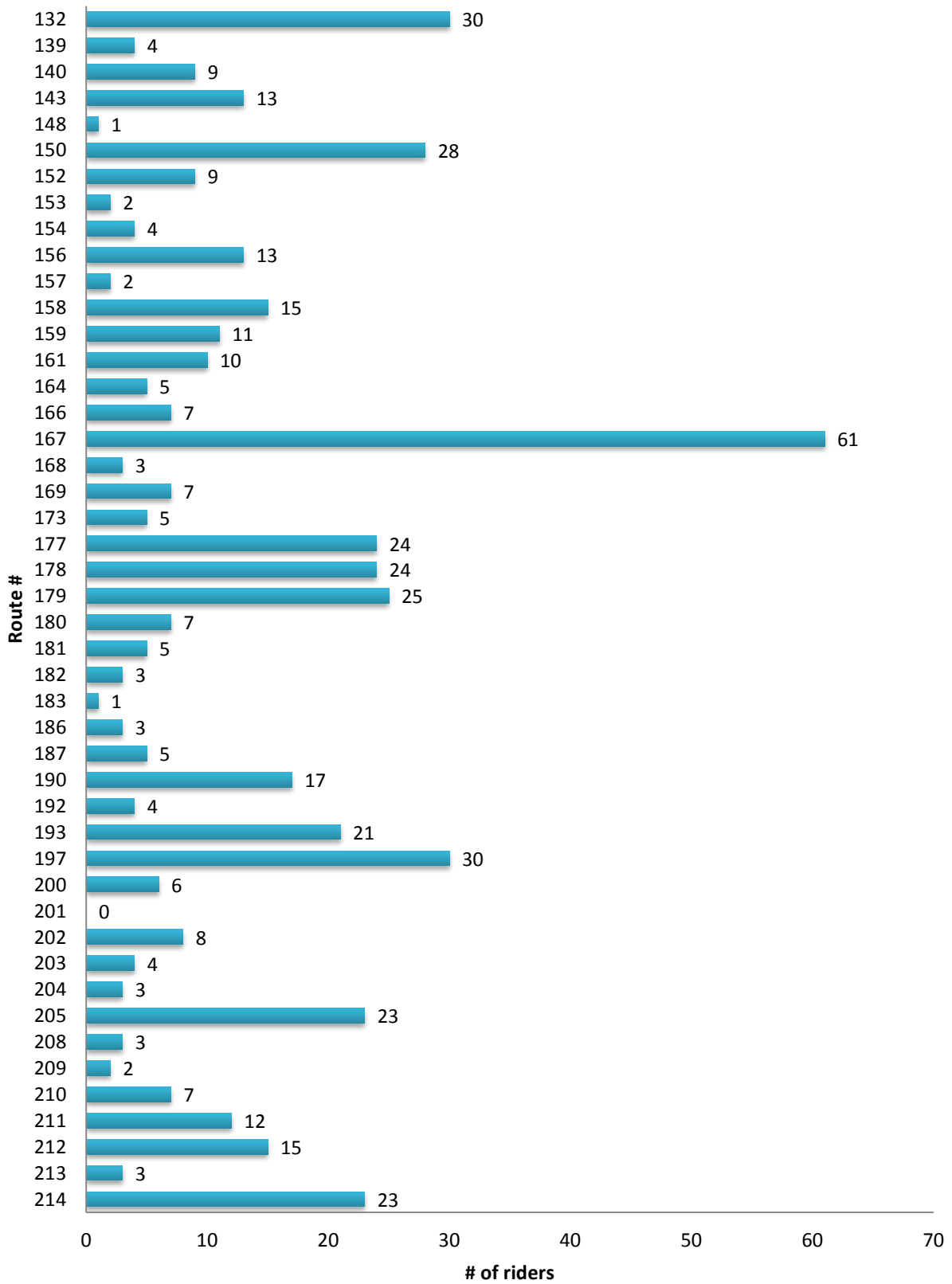
Routes 1-50



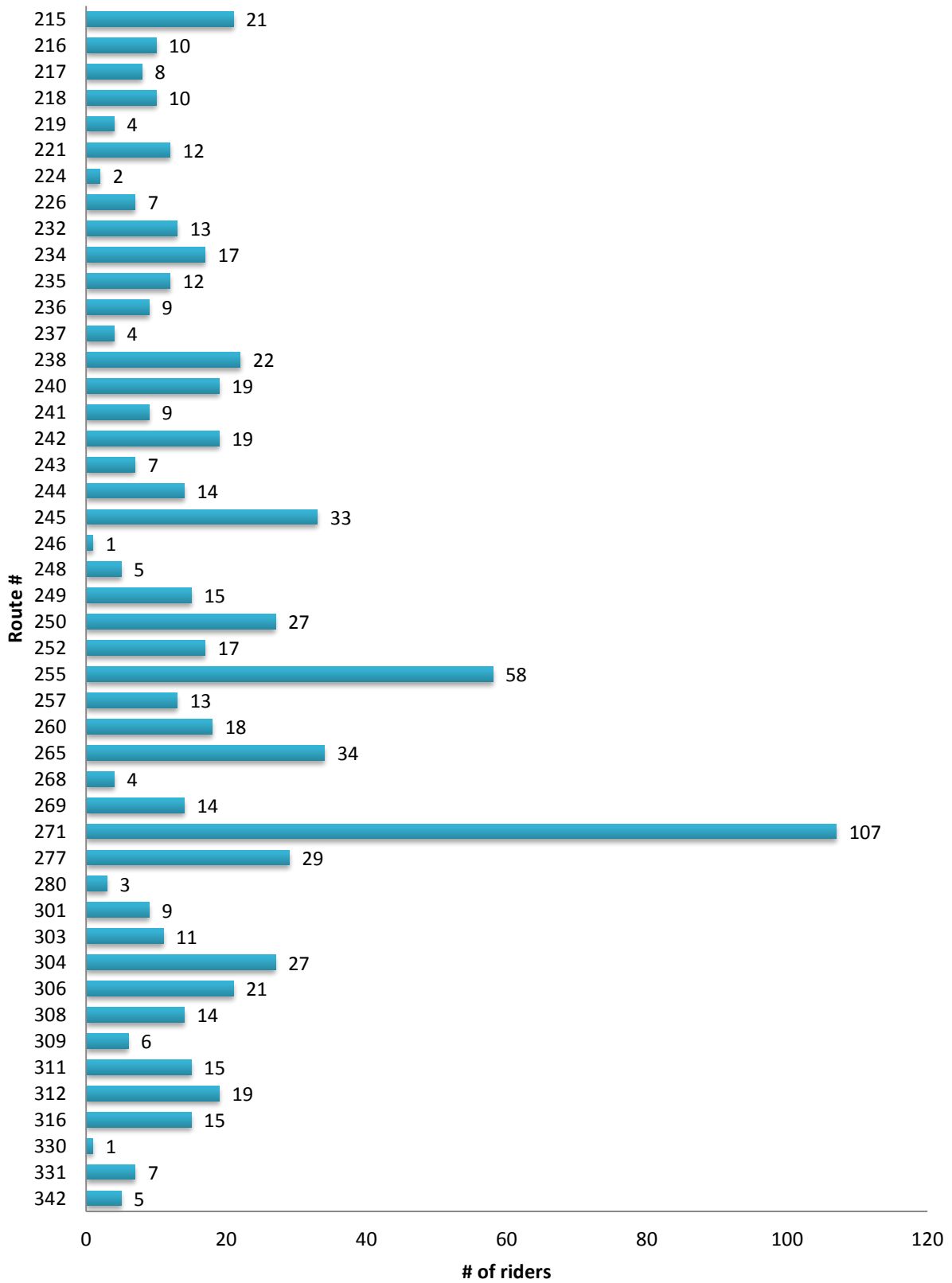
Routes 55-131



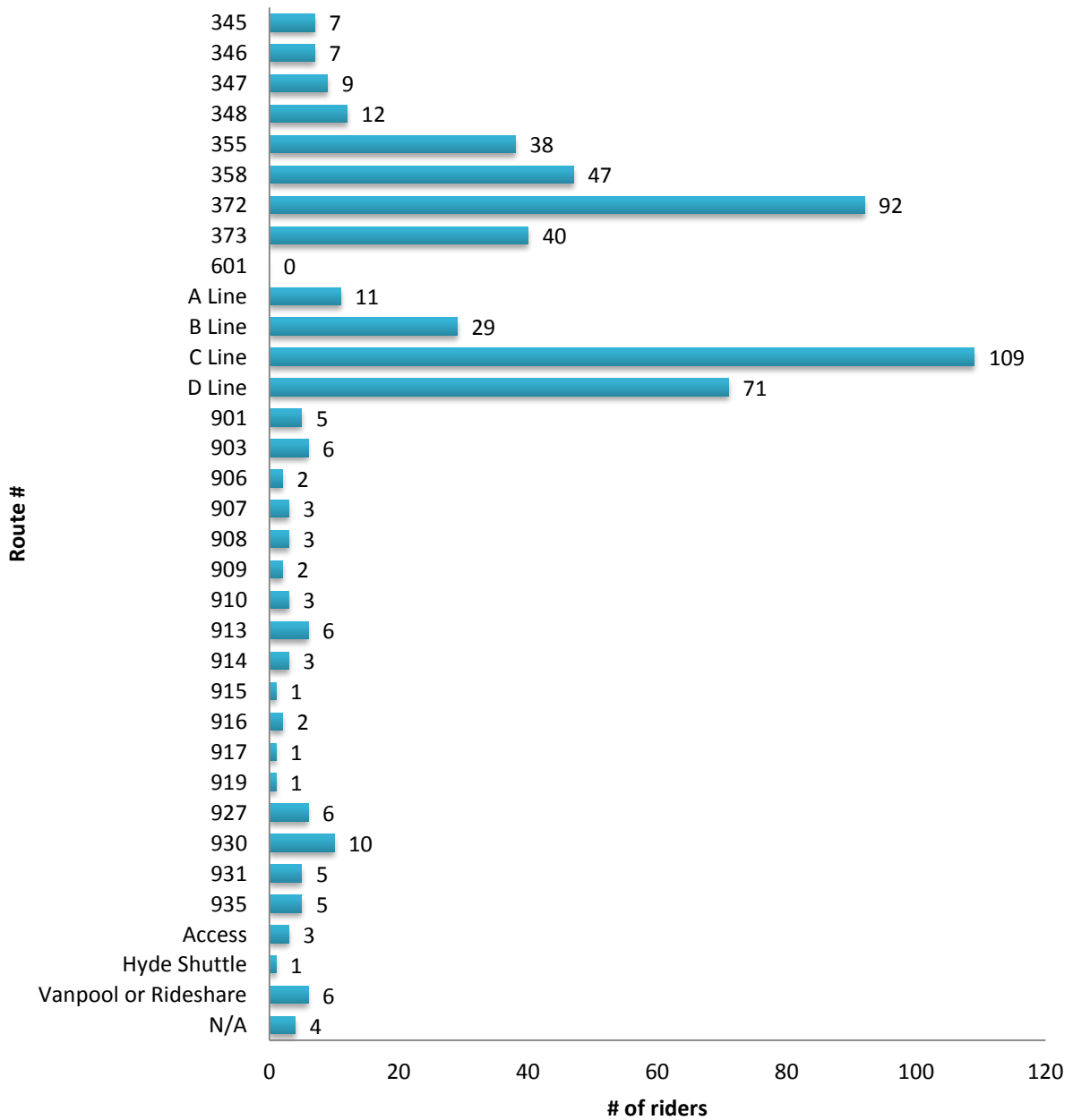
Routes 132-214



Routes 215-342

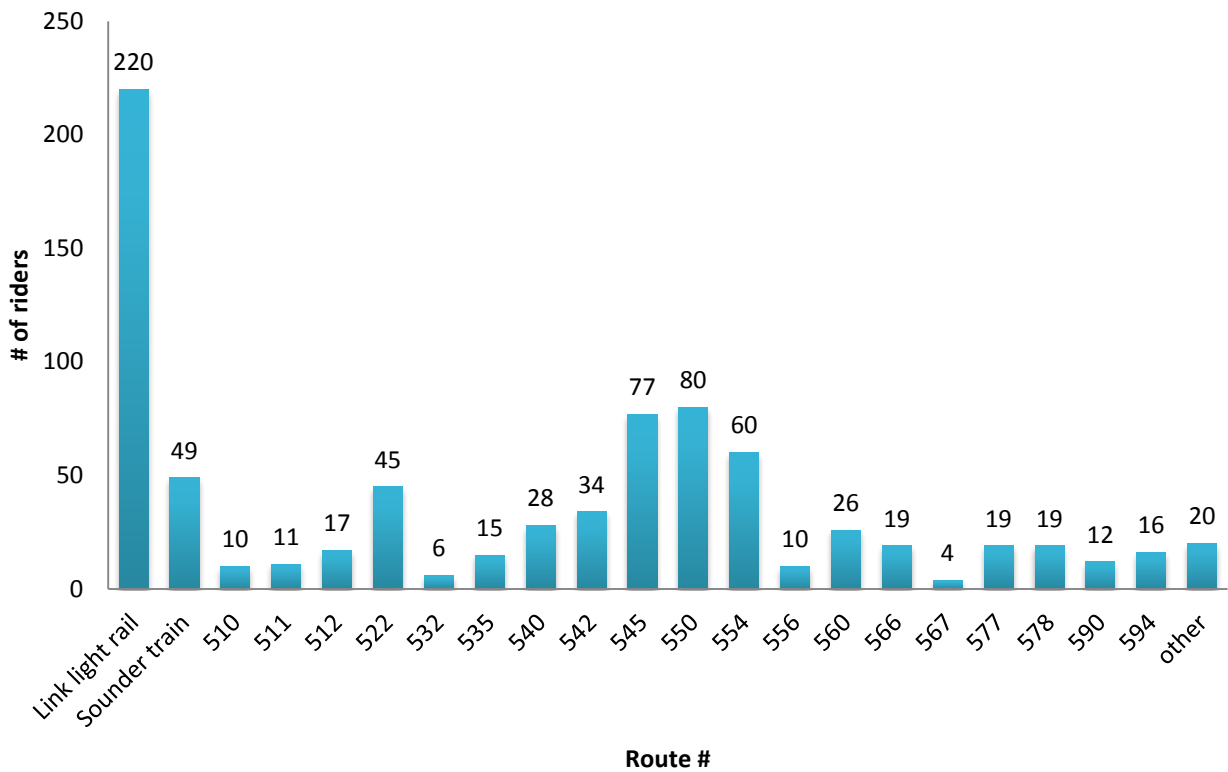


Routes 345-935



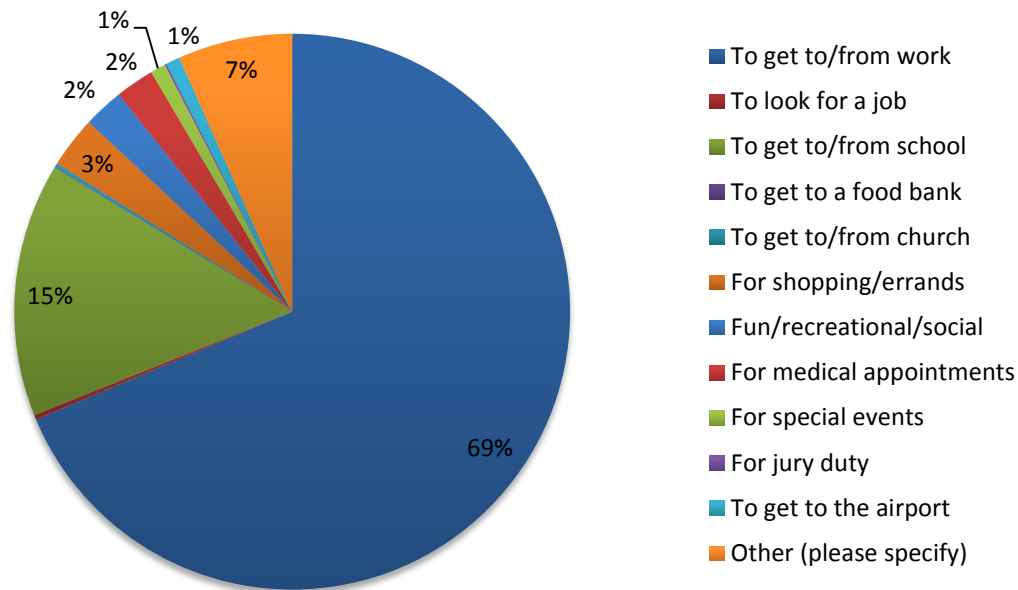
18. Does your trip include any Sound Transit services – Link light rail, the Sounder train, or Regional Express bus routes? If so, which of the following:

Total Respondents: 556



19. What is the primary purpose of the trip you take most often or that is most important to you?

Total Respondents: 2,436



**19. What is the primary purpose of the trip you take most often or that is most important to you?
 Other (please specify):**

<p>For shopping/errands Fun/recreational/social For medical appointments</p>
<p>For shopping/errands For medical appointments For special events I can't choose just one primary purpose. They're all important to me.</p>
<p>I also use the bus to safely get not only to work but to capitol hill and the University district. I markedly saw a jump one year in what I pay for the Orca card to support the light rail which I NEVER benefit from. The proposed cuts to the neighborhood I reside are devastating. I'm angry about them. I know a social worker who is wheel chair dependent who bought her home in the area of 23rd ave. S and S Jackson because of the number 4 bus which has been under continual threat the past several years. I asked her once about the Access shuttle and she explained why it is unsuitable for her use. I would like to know how the number 2 and 3 are only facing changes to service and not elimination as proposed for parts of the central district reflected in the 4 and the 27. The 14 is already packed and it serves the international district. Also the proposed changes discriminates against shift workers. Yes, there is demand during the day but how is it this city doesn't support life outside of work as well as institutions which serve the public employing people to work up until mid-night and beyond? The people of this city deserve safe reliable bus service after hours as well.</p>
<p>Also to get to/from school.</p>
<p>Its the ONLY route through my neighborhood (SunsetHill). You have to walk 10 blocks to get to the next closest bus route. It is therefore, primarily ALL OF THE ABOVE. (but mostly work commuting)</p>
<p>Also, to get downtown for library, museums, events, shopping, etc. In the past, medical.</p>

I work full time at UW, go to school at Seattle U, go to an internship downtown and live in Bothell. I can take the bus the entire way, but after classes get out at 9:00pm, bus service back to Bothell is limited.
I use this route to get to and from Seattle to Puyallup. I live on campus at UW Seattle and I use this route to go home and visit my family on the weekends.
To get to the ferry and visit my family.
as well as medical appts for myself and my son on madison ave
To get to and from downtown
I use this bus route to not only get to and from work but I also use it when traveling downtown for leisure days.
TO go downtown for recreation
also, to get to/from my gym which is near my job. because of the route I take, I also do my primary grocery shopping along this route
It is also the route my international students take to the main and Bothell campuses as well as Cascadia Community College. There are many international students living in Bothell and Kenmore attending all three campuses/
To get to/from work; for shopping/errands; for everything because I have no access to a private vehicle.
To get from school to work and back.
I also use these lines to access services like grocery stores, the pharmacy, express access downtown, dry cleaners, shopping, and special events.
I use bus service for a variety of reasons - I use it to commute to work, get to school, go shopping, and other errands. This system is crucial to my daily life!
I use these routes to go back and forth between school and my home.
To get from work to school every day.
And work-- I'm a graduate student an instructor.
And shopping
I make a loop from Friday afternoon WWU to UW to Shilshole Marina (where I stay overnight), back to UW Saturday morning and then back to Bellingham every weekend so that I can attend classes at the UW and maintain my job at WWU.
This is my route for work and school!
I also use it to get to/from school and the grocery store.
I all use it to go back home safe in the evening when 74X does not pass anymore and I have to pass in neighborhood such as University way and 50th street (being a girl student)
I am a TA and PhD student at UW, and am on campus 5 days a week.
To get food from groceries
I use the bus to get to school, work, downtown for errands, as well as to catch the train to the airport.
Work and School
i also use this route to get to work and the airport.
I use the bus as my sole mode of transportation. I use it for work, running errands, eating out, bar hopping and volunteering at PAWS Cat City.
And to/from school
Also to get to and from work.
work and school both this is nessicary
I use this for both school, work, volunteering.

to/from church. to/from medical appts to/from airport to/from family
I rarely use our car. I commute to work, run errands, shop, doctor appointments by bus.
To get downtown for entertainment and shopping
To see my partner
I use Metro everyday. I cannot drive due to medical conditions and have no other transportation
To and from daycare
I use the bus to get to school @UW and then to work @NOAA Fisheries in Sand Point!
Errands, appointments & events also apply
also jury duty, get to Amtrak downtown, and medical appointments
Primary is to get to work, but I use the bus also to get to downtown Seattle and the airport.
To pick up and drop off my daughter at day care.
Work full time at Harborview and UW, go to school at UW.
Also to school
I work fulltime and take 72 almost all the time. So this round is really important to me.
Not a car owner, so the wording of this question is misleading; my primary purpose for using the route 21X is for transportation to all of the above, when applicable.
Volunteer Work
Getting to extended family to care for them twice weekly. getting groceries for us and them. Going to lessons
For special events For jury duty
For shopping/errands Fun/recreational/social For medical appointments For special events For jury duty To get to airport I'm car free
To get to food bank Fun/recreational/social For medical appointments For special events
Fun/recreational/social
For medical appointments Volunteer at Benaroya Hall
Fun/recreational/social For medical appointments For special events
Folk Life Festival
to get to center of downtown
the 250 is how I get to the BCC north campus to take night classes. with out this bus it would be extremely difficult for me to make it here after work

<p>We use the 21 to get downtown for non-commuting purposes. With the proposed changes, getting downtown from our house will involve 2 buses instead of the one bus. We use the 128 to get to the airport. Again with the proposed changes, we would need to transfer 3 times (2 buses and a hop onto light rail) to get to the airport. Both changes would require extra time to get to our destination.</p>
<p>I visit most of the libraries, local parks, towns, sightseeing tourist attractions such as the Boeing Museum of Flight, Seattle Asian Art Museum, Microsoft Sculpture Park, University of Washington, Discovery Park, Queen Anne Hill areas, etc</p>
<p>The 5 is my primary bus, and I take every weekday to and from work. I also take it regularly on Saturdays to get to my gym downtown.</p>
<p>This express bus is critical to me to get to/from work. The B line takes over an hour to cover the same distance which this bus covers in 20 minutes. This bus is essential for commuting workers.</p>
<p>library, Northgate mall</p>
<p>At age 79 I rely on the 28 bus for transport from East Ballard to downtown Seattle. I use it for trips to the Seattle Art Museum, Seattle Library, and concerts and lectures at Benaroya Hall. We live in Seattle because of the cultural events, but without good public transportation it is impossible to participate in the culture that Seattle offers..</p>
<p>Rt 76 for work Rt 71 for errand/groceries</p>
<p>Interviews, medical appointments, etc. Anything where I don't want to hassle with driving and parking and the related expenses.</p>
<p>Grocery and drug stores, cultural events, restaurants, library, veterinarian, shopping/errands, to get to and from work</p>
<p>I use the bus system to get basically everywhere that I need to.</p>
<p>I also use the bus to get to and from church; medical appointments; the airport; errands; to meet with friends socially.</p>
<p>Weekend travel</p>
<p>Mostly I use these routes daily for work, but also I use it often to ride the link rail for the airport as well.</p>
<p>I take these routes for school, work, shopping and to get home</p>
<p>Also have two international students living in the house commuting to classes</p>
<p>I take my son weekly to the Central Library for educational and recreational purposes. I also take him downtown to meet with friends, explore, and learn more about our urban environment. We also like the availability of the 21 to take us south to the Southwest Branch of the library in lieu of driving our car.</p>
<p>My Epilepsy support group</p>
<p>Please do not reduce service for route 238! Lake Washington Institute of Technology needs this service!</p>
<p>Work/School/Errands/Social/Medical Appointments</p>
<p>I work flexible hours and sometime work evenings and weekends.</p>
<p>ball games, museums, symphony, hopping</p>
<p>I got to airport and to Seattle center</p>
<p>I take one set of buses to work, and another to school on different days.</p>
<p>Also use this line to get food from grocery stores on the 12 line.</p>
<p>To get to/from church Fun/recreational/social For special events</p>

For special events Visit family across ferry
To get to the airport
For jury duty To get to the airport
Fun/recreational/social For special events
Fun/recreational/social For special events
To visit brother usually and do errands for him.
Fore medical appointments To get to the library
Fun/recreational/social
To visit my daughter in Madrona, visit their library and visit the restaurants and shops.
I also use them to take my son to daycare and doctor appointments
I take route 8 to for medical appointments in the Madison Valley and to see my family in South Seattle.
bus to my chemo clinic
long term medical procedures for life threatening condition
chemotherapy appointments. this is ALL of Seattle Cancer Care Alliance patients must go for chemotherapy treatment.
for cancer treatment, chemotherapy.
To get to m12 step meetings
For shopping/errands For medical appointments To get to the airport
also my daughter gets to school
Getting to/from the airport is also very important to me and I can't use Sound Transit because I am too disabled to walk all the way to the airport. Therefore, every time I leave town friends drive to the airport twice - to drop me off and to pick me up.
To take child to daycare
Medical, volunteer area three times weekly, swimming pool four times weekly, library three times weekly
Rally in front of Federal Bldg. or protest marches
To go downtown to shop and to go my gym (24-Hour FItness on Stewart and Yale).
I use the 26 equally for shopping and for weekly appointments at Virginia Mason.
Work, doctors,the public library, plus recreational on the waterfront.
Rehabilitative fitness class combined with errands/shopping.
To commute between my university and my home city.
To get to/from childcare
I use the bus when I have meetings or training downtown.

<p>I guess I am very disappointed with Metro Transit. I thought the purpose of Metro Transit was to provide public transit to the people of the City of Seattle for whatever needs they had. It appears that Metro is attempting to just serve the mainline travel of a minority of its ridership, so as to minimize cost and maximize revenues. I'm not sure why we have been paying taxes for Metro all these years, if all you are trying to do now is figure out / and keep service only on the "profitable routes", as opposed to those that provide public service.</p>
<p>For the 128, it serves as my transportation within West Seattle for the places I go. Sometimes, I will when returning from 1st hill or downtown via other routes, connect in the Junction to the 128 after doing some grocery shopping.</p>
<p>To and from work (Two jobs, one in the day, one at night) To and from shopping/errands Fun/recreational activities. Airport</p>
<p>Additionally: shopping/errands, special events, recreational/social, job searching, to get to the airport.</p>
<p>Shopping and errands, social, recreational, special events</p>
<p>The routes I have listed on the previous page are some of the routes I use on a very regular basis for a variety of reasons. Routes #4, 7, 8, 9 and 48 serve the community in which I live (Center Park) and any revisions to those routes (especially the #4, 8 and 9) WILL adversely affect the ability of many residents to safely get where they need to go. Many of the routes being proposed for major revision or deletion serve at least one Seattle Housing Authority (SHA) community--and many of the residents in those communities have extremely limited transportation options.</p>
<p>SAT/ACT test</p>
<p>I take the C Line to downtown. This is a great line! Very crowded - always. To get to the Alaska Jct. to catch it, I take the #50</p>
<p>I don't own a car, and I don't want to own a car. As a city (especially with our climate change goals) we should be trying to get more cars OFF the road and provide long term high capacity mass transit.</p>
<p>Getting to and from Safeco Field is very important to me in the summer. I use the #1 from 3rd and Olympic Place and really appreciate not having the bus stop closes or pick up times decreased. Without this easy access to the ballpark I will not live in Seattle.</p>
<p>Also: shopping/errands, special events, jury duty</p>
<p>I work odd hours</p>
<p>Work and volunteer</p>
<p>Fun/recreational/social For medical appointments For Special Events To get to the airport</p>
<p>To get to service and other extracurricular activities I have almost everyday after school.</p>
<p>From school to sports practice.</p>
<p>To get to daily rowing practice</p>
<p>Combination of work, church, errands, clinics, jury duty</p>
<p>to visit my father</p>
<p>to get to a sport</p>

As well as errands along Pill Hill, shopping in downtown, social activities on Capitol Hill along Madison and 12th.
Variety of purposes: to get to work-related meetings or to conduct work-related research at downtown locations, connecting to downtown light rail stations, shopping or downtown events.
shopping/errands
Also use for shopping, social and recreational events so I do not have to drive downtown or try to park on the hill during evenings. Frequent U Distruct.
I sometimes also take the bus to go to my cousin's house on occasion.
Go to work
and to get to/from work
shopping and errands,specialevents,recreation /social
get to the gym
Plus Medical
Weekend getting around
multiple (personal / professional / recreational / etc)
all of the above
to school
To visit my 12 year old daughter in Columbia City
Most important to me because it is not needed.
To go downtown, south Lake Union, U-district for any reason
Work/School/Home
I also work on campus, so to/from work as well.
multiple purposes -- I don't have a car
but I also use it to get to areas on First and Capital Hill
Get my kids to and from dAycare
I don't like being required to limit my commute to work as my "primary" use of the bus. It is all important: shopping, library, meetings, recreation, etcetera. Moreoever, if you only provide busses during commuting hours, you will lose people's use of the bus as they will think they will be stranded during non-commuting hours, and they will get back in their cars. The bus needs to be consistent, reliable, and offered throughout the day and on weekends.
Personal
Volunteer work
Most of these apply
Also, I ride with my daughter who takes the metro to school (Center School)
Volunteer activities - boards, non-profits, etc.
Visiting my family in Bellevue.
sometimes car repairs
assisting family member
Ride from work to pick up kids after school
School, Social, Work
also seattle public library
To get to and from school, for shopping and errands, and for medical appointments
To get to/from work AND get my child to daycare
EVERYTHING

20. What specific destination are you traveling to/from? (For example, the name of your place of employment, school, or social service organization)

Total Respondents: 2,286

1000 2nd Ave
1000 2nd Avenue, Seattle
105th & Aurora to/from Harborview Medical Center
110 Prefontaine Pl S
1100 Dexter Ave
112th & Marine View Drive to Downtown Seattle
1200 5th avenue, work
1201 3rd Ave building
1201 Third Avenue
1201 Western Ave
120th St NW to Connector station in Greenwood
12th & Spring to Boren N & Republican
1301 2nd Ave (Russel investmetn Center)
1424 Fourth Ave 98101
145th & Wallingford Avenue to 800 Fifth Avenue
148th in Bellevue to Seattle Downtown
1818 Westlake Ave
19th and Mercer and 4th and Madison
1st & Madison downtown
1st and Marion to Aloha
1st and spring, Seattle
200 W Mercer Street
2025 1st Ave.
2100 24th Avenue S, Seattle, WA; Downtown; 65th and 15th NE
22nd and Bertona to UW
24 hour fitness downtown
28th ave S and jackson to 5th ave and Jackson
2nd and Seneca Bldg
2nd and Seneca: Safeco Building
2nd and union-- downtown from crown will
2nd and Vine Dental
35th & Troll
35th and Wallingford
35th Ave SW to Downtown
36th and Wallingford
3rd & Madison
3rd and columbia
3rd and Pike
45th and Admiral
4D Architects
4th & Madison Building
4th and Denny
500 5th Ave. Seattle
505 5th Avenue S, Seattle, WA
50th & 11th AVE
5th & Bell buiding

Amazon
Amazon Headquarters in SLU
Amazon office at 8th and Virginia
Amazon offices
Amazon SLU
Amazon SLU
Amazon SLU
Amazon SLU campus
Amazon SLU campus
Amazon SLU campus
Amazon to Madison Valley
Amazon Web Services
Amazon Web Services
Amazon, SLU campus
Amazon, South Lake Union
Amazon.com
amazon.com
Amazon.com
Amazon.com
Amazon.com
Amazon.com
Amazon.com
Amazon.com
Amazon.com
Amazon.com
Amazon.com headquarter
Amazon.com offices
AMEC
AMEC
AMEC, downtown Seattle branch
Amento Group
Anchor QEA
Anchor QEA
Anchor QEA
Anchor QEA
Anchor QEA at 720 Olive Way, Seattle, WA 98101
Anchor QEA, LLC
API Chaya
Arcadia Biosciences to University of Washington, vice versa
Archdiocese of Seattle
ATREG
Attachmate 705 S 5th Ave Seattle
Auburn
Avalon Way SW around various locations in West Seattle
Avanade/home
Aviation Supplies and Academics
Babeland
Ballard (home) to UW South Lake Union (work) roundtrip
Ballard area- market and 15th

Ballard High School
Ballard library
Ballard to Bellevue
Ballard to downtown
Ballard to downtown and back.
Ballard to Downtown Seattle
Ballard to University of WA
Ballard to University of WA and return trip
Ballard to uw health sciences
ballard to westlake center
Ballard to/from UW Med Ctr
Bank of America
Bank of America Building, Seattle WA
Bargain Boutique, Deaf-Blind Service Center
Bastyr University
Bayview Retirement Community - Queen Anne & W. Aloha
Beacon Hill Light Rail Station to Seattle Central Community College
Bear Creek P & R/Seattle
Beginnings daycare
Belleve College
Bellevue
Bellevue
Bellevue Ave/Bellevue Ct.
Bellevue College
Bellevue College
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Bellevue College
Bellevue College
Bellevue College
Bellevue College
Bellevue College
Bellevue College and Lake Washington High School
Bellevue college, overlake hospital, UW seattle, westlake, Bellevue downtown
Bellevue Place
Bellevue Pro Club

Bellevue Square Mall
Bellevue Square Mall
Bellevue TC and Bellevue College
Bellevue TC, then a 15 minute walk to work.
Bellevue to Seattle
Bellevue Transit Center (working in downtown Bellevue)
Bellevue/University District
Belltown
Belltown
Benaroya Hall
Benaroya Hall and Safeco Field
Benaroya/Virginia Mason
Best buy tukwila, southcenter, seatac airport area, UW Seattle, northgate
Best in Class Education (Redmond)
Between home and work
Between my home and work at Cray, Inc.
Between my house in West Seattle and my office at Market Place ONE
between UW Medical Center and Bothell
BHC Engineering
Big Fish Games 330 Elliot Ave.
Bill & Melinda Gates Foundation
Bill & Melinda Gates Foundation
Bill & Melinda Gates Foundation
Bill & Melinda Gates Foundation
Bill & Melinda Gates Foundation
Bill & Melinda Gates Foundation
Bill and Melinda Gates Foundation
Bishop Blanchet High school
Bitter Lake tp Harborview Medical Center
BlackRock in downtown Seattle
Blanchard Plaza (6th Ave. bet. Blanchard and Bell Sts.)
Blessed Sacrament Catholic Church
Blucora
BMO Private Bank - 5th & Pike
Bnaroya Hall, Seattle Art Museum, Seattle Public Library
Board of Industrial Insurance Appeals
Boeing
Boeing
Boeing @ Kent Space/Puyallup Train Station
Boeing field
Boeing from Puyallup
Boeing Industrial
Boeing industrial
Boeing King County Field
Boeing Space Center in Kent
Bonney Lake to University of Washington Seattle
BookRags (employer)

Bothell/Redmond
Bremerton to UW campus in Seattle
broadview
Broadview to Amazon
Broadview to Ballard to downtown
Broadview to UW tower
Broadview To/From Seattle
Brooks Running Co
Bungie (at the Bellevue gallera)
Burien PK & Ride to Work
burien to seattle to fremont
Burien Transit Center/Seattle Central District
Burien/White Center to Downtown
Burke Museum at the University of Washington
Business on 4th Ave in Downtown
Calif Ave SW & Spokane
Callison Architecture
Callison Architecture
campus parkway
Cancer Research and Biostatistics
Capital Hill (home) to work and school (UW)
Capital Hill nightlife and then back to the udist/ravenna
Capital One ShareBuilder
Capitol Hill
Capitol Hill
Capitol Hill
Capitol Hill
Capitol Hill for work, social events, shopping, volunteering, etc.
Capitol Hill home to the Vance building on third for work.
Capitol Hill to Fremont and back
Capitol hill to Holland America on Elliott Ave.
Carena, Inc
Carnation - Issaquah to get bus to Seattle or Bellevue
Casa Latina
Cascade Designs
Cascade Designs, Inc.
Cascadia Consulting Group
Cascadia Consulting Group (1109 1st Ave)
Casey Family Program
Casey Family Programs
Casey Family Programs at 2001 8th st.
CDM Smith, Bellevue
Cedar Park Christian School
Center Park
Central District home to First Hill job.
Central District to Pioneer Square for work
Century Link Field

CH2M HILL
CH2M HILL
CH2M HILL, Bellevue, WA
Chair 10 Marketing, Inc. (my place of employment, in Magnolia)
Chelan Street
Cherry Street Coffeehouse- Belltown location, 1st and Lenora
Child Care Resources
Child's daycare to Downtown
Chip and Drew's Filling Station
Chukar Cherries (Pike Place Market)
City Centre Building
City Hall
City Hall
City Hall at Mercer Island
City of Auburn
City of Bellevue, City Hall
City of Sammamish City Hall
City of Seattle 805 Dearborn
City of Seattle offices
city of Seattle offices
City of Seattle Parks and Recreation High Point Community Center
City Target and The American Red Cross
City University of Seattle
City University of Seattle, 510 Wall St.
City University of Seattle
Cobalt Mortgage
College Park to UWMC
Colman Dock
Columbia City to Capitol Hill
Columbia City to West Seattle, Capitol Hill, Bellevue or Kirkland business
Columbia Tower
Columbia Tower
Commuting between Kent and the University District in Seattle
ConnecteDevice
Convention Center
Convention center to Bellevue, Bellevue, and Bellevue
Copiers Northwest
Corbis Corporation
Corbis Corporation (located downtown)
Corbis Corporation, 2nd&Cherry, Seattle
Cornish College of Fine Arts
Corr Cronin Michelson Baumgardner & Preece LLP (law firm downtown)
Costco office in Issaquah
Costco Wholesale Corporate Office
Country Doctor Clinic
courthouse
Courthouse

Couth Buzzard Books (Greenwood)
Crash Industries
Cray, Inc 901 5th Ave, Seattle
CRETE Consulting (my employer) in Pioneer square
crisis clinic
Crossroads to Bellevue College
Crown Hill to UWMC
Crowne Plaza Hotel Seattle
Daniel's Broiler: Lake Union
Dawson Design Associates, Inc
Deloitte - Fremont
Deloitte Digital in Fremont
Denny & Dexter
Denny and 5th Ave
Dental office
Department of Homeland Security
Dexter and Crockett to Downtown Seattle
Dexter Horton
Dexter-Horton Bldg/Black Diamond P&R
Dexter Horton building
DHS
Disney
Division of child support, 500 1st ave s
DLA Piper, LLC
doctors' offices
Dorsey
Dorsey and Whitney downtown Seattle
Downtown
downtown
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Downtown
Downtown
Downtown
downtown appointments
Downtown Bellevue
Downtown Bellevue
Downtown Bellevue
downtown business district
Downtown clients
Downtown Core
Downtown Corridor
Downtown for many errands

Downtown in general
Downtown law firm
Downtown office
Downtown or to the airport.
Downtown Seattle
Downtown Seattle
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Downtown Seattle
Downtown Seattle
Downtown Seattle
Downtown Seattle - Acucela, Inc.
Downtown Seattle - work
downtown Seattle (mainly SAM)
Downtown Seattle (my work)
downtown- Seattle Art Museum
Downtown Seattle businesses
Downtown- Seattle Municipal Tower
downtown seattle public library
downtown seattle to transfer buses to go to Group Health office in Tukwila
Downtown to work
Downtown, looking for a job
Downtown, then Google, and, before the cut, Ballard
Downtown.
Downtown/Broadway
driving from home in Auburn, WA to Fed Way transit center, then bus to University of Washington
Duvall to Belvuw Transit Center
DWT

Eastgate P&R to Swedish Medical Center
Eastgate Park and Ride/Freeway Station and Exchange Building
Eastgate P-R
Educare Early Learning Center
Emc isilon
emc/isilon systems
Emeritus Corporation
employer: CityClub
employment
employment
employment
employment
employment
employment
employment
employment - Center for Environmental Law & Policy
employment (Fred Meyer Issaquah)
employment (Microsoft campus)
employment downtown to home West seattle and back
Employment on First Hill in Seattle
employment, school, family members apartments, grocery, laundrymat
eNom Inc, Kirkland Wa
Entercom Radio
Entercom Radio
Envirolssues
EPA in downtown seattle
ERM
Escapia
evergreen hospital
Evidence Based Treatment Center of Seattle, Children's Hospital, University of Washington
Expedia in Bellevue
Expeditors
Expeditors
Expeditors International
Expeditors International of WA
Expeditors international of WA
Expeditors International of Washington
Factoria
Factoria Square Mall
Fauntleroy and Dawson to Seneca
Federal Building
Federal building
Federal Building, Downtown Seattle
Federal Center South
Federal Center South
Federal Center South
Federal Center South

Federal Center South (4735 East Marginal Way S)
FEDERAL CENTER SOUTH BLDG.
Federal Government building at 5th and Yesler
Federal Way to Seattle CBD
Federal way to Sound Transit.(I ride metro not Sound Transit)
Federal Way to the Bldg.
Federal Way transit center to work at 5th & Seneca approximately
Federal Way Transit to Harborview Medical Center
Ferring & Delue LLP
FHCRC
FHCRC
FiftyThree, Inc Seattle Office
Fire Chief Equipment
First Hill; Madison and Boren
First Hill--Harborview Medical Center to UW Medical Center and Capitol Hill
Fourth and Blanchard building.
Franklin High School
Fred Hutch - S Lake Union
Fred Hutch Cancer Research Center, Harborview, UWMC
Fred hutchinson
Fred Hutchinson Cancer Research
Fred Hutchinson Cancer Research Campus
Fred Hutchinson Cancer Research Center
Fred Hutchinson Cancer Research Center
Fred Hutchinson Cancer Research Center
Fred Hutchinson Cancer Research Center
Fred Hutchinson Cancer Research Center
Fred Hutchinson Cancer Research Center
Fred Hutchinson Cancer Research Center - South Lake Union
Fred Hutchinson Cancer Research Center (but I walk from downtown to Eastlake usually)
Fred Hutchinson Cancer Research Center (from Broadview/Northgate)
Freehold Theatre Studio
Freight House Square Tacoma-Unigen 3005 1st Ave Seattle
Fremont (my office)
fremont to downtown
Fremont to Swedish Hospital Cherry Hill Campus
Fremont to the University District
Fremont to the UW Campus.
Fremont to University of Washington
Fremont to UW
friend's house to my house
Friends Of KEXP
frog Design
From 125th & 7th NW to 3rd Ave & Columbia
From 24th and E Valley St. in Seattle to Eastshore Unitarian Church in Bellevue
from 35th and Dawson to downtown Central Library, or south to Southwest Branch library.
From 52nd & Roosevelt to my place of work, at 3rd & Pine.

from 70th & 15th to university station for work
from Ballard to Swedish Medical Center First Hill
From Bishop Blanchet to west Laurelhurst drive
From Broadview to NAC Architecture downtown
From Burien to the Post Office on Orcas St
from Burien to University of WA
from Burien Transit Center / to Polyclinic Madison Center
From Capital Hill to University of Washington campus
From Capitol Hill (home) to SoDo (zulily)
From Capitol Hill apartment to Lower Queen Anne / Seattle Center
From capitol hill to Fred Hutchinson Cancer Research Center
From Capitol Hill(fun) to University District(home)
From Cedar park (NE Seattle, 98125) to downtown Seattle (King County/Chinook building)
From Coleman dock (Bainbridge Island Ferry) to Holy Names Academy
From Dexter Ave (at Dexter and Hayes) to Sesttle University
From Edmonds to Virginia Mason
from first hill to ballard(card kingdom)
From First Hill to Capitol Hill and downtown
From Fremont (Fremont Ave. and 41st) to downtown Seattle (901 5th Ave.)
From Fremont to Downtown Seattle
From Fremont/Phinney area to Downtown
from Greenwood to my law firm in downtown Seattle
from Holy Names Academy to home and crew practice
from Holy Names Academy, to home, Seattle Children's Hospital
From home (22nd and John) to work (Westlake & Denny)
from home (653 Pasco PI NE Renton) to Holy Names Academy
From home (Federal Way) to Starbucks headquarters (SODO)
From home in New Holly to Garfield High School
from home in Queen Anne to school in Capital Hill (SAAS)
from home to airport
From home to Boeing Developmental Center
from home to Brown and Caldwell, downtown Seattle
From home to capitol hill
From home to CollinsWoerman
from home to Deloitte Digital
From home to downtown
From home to Downtown
From home to downtown Seattle
From home to Doyle Building on 2nd and Pine
From home to Fred Hutchinson Cancer Research Center
From home to Harborview Medical Center
From home to park & ride to work near So. Lake Union
from home to PCC, U-district market, downtown symphony/aquarium/shopping
From home to school/work
From home to Seattle Metropolitan Credit Union
From home to Seattle Municipal Tower
From home to Seattle Municipal Tower

From home to Starbucks Headquarters in SoDo
From home to the office.
From home to the University of Washington (where I work)
from home to University of Washington and back
From home to UW
From home to UW
From home to UW Bothell to UW Seattle
From home to Washington Middle School and back
from home to work
from home to work
From home to work - School of Acrobatics & New Circus Arts
From home to work (Private practice office)
from home to work and back again
from home to work at Bellevue Square
From home to work at Issaquah City Hall Northwest
From Horizon House at 9th and University
From Horizon House to Downtown
From Horizon House to Downtown, Seattle Center, Art Museum, Benaroya Hall
From Horizon House, to Benaroya Hall, Seattle Center
From Kent East Hill to Costco HQ in Issaquah
From King St Station to Pier 69
From lake city to SPU and shoreline walgreens
from Lakemont to Downtown Seattle and back
from lower Queen Anne to Microsoft
from lower Wallingford to SODO
From Magnolia to downtown Seattle (Zillow)
From my apartment in Kirkland to University of Washington
From my home in Renton to UW or from work in Seattle to UW
From my home near 35th SW & SW Myrtle to downtown Seattle (Pike Place Market area)
From my home to my office downtown.
From my home to my place of work
From my home to the Seattle Municipal Tower
from my house to UW campus
From NE 24th and 180th in Redmond/Bellevue to Downtown Seattle
From NE 4th St and 228th Ave NE Sammamish to VA Hospital
From Newport Hills P&R to University District
From Newport Hills to Downtown Seattle
From North Beacon Hill to T-Mobile Campus in Factoria
from north Sandpoint Way NE to the UW
From Northgate to University of Washington - Seattle Campus
From Northgate to university of Washington -Seattle campus
from P&R to Dexter Horton Building
From Puyallup to the Univ. of WA
From Queen Anne to my job near the zoo
From Redmond to downtown Bellevue
From Renton park and ride to the UW Towers

From Renton transit Center to Bellevue Transit Center to UW. and from the UW to downtown Seattle for work.
From Sammamish to the Issaquah Hilton Garden Inn
From South Seattle to University of Wa
From Southworth to Downtown Seattle. I use the ferry to get to Vashon and then take the bus from Vashon to down town Seattle.
From St. Joseph School to Downtown Seattle
From the International District to Bellevue College.
from the Seattle ferry terminal to Holy Names Academy
From the U district to downtown, school, and medical appointments
From the U District to Key Arena
From the U-district to where I'm scheduled
From Tukwila P&R to Virginia Mason Medical Center
From tukwilla to virginia mason
From Twin Lakes Park and Ride to the UW Seattle
From U-District to Downtown Seattle
from Vasa park in East Bellevue to Downtown Bellevue
From Wallingford to Casey Family Programs downtown
From West Seattle to Pioneer Square
From West Seattle to University of Washington (Medical Center)
from Woodinville to downtown Bellevue
From: 25th/Madison To: Broad/Denny
From: Horizon House
From: Rose Hill in Kirkland to U of W
From the Northgate are, to the UW
fsic @ Columbia Center
Garfield High School
Gates Foundation
GE Healthcare 4th/Madison
Generally between my neighborhood and downtown
Generally home (Magnolia) to work (downtwon or UDistrict)
Georgetown to Amazon in South Lake Union
Getty Images in the International District
Gglo
GGLO
glassybaby
Going from Des Moines park and ride on I-5 to UW.
Going from home to work
Google
Google in Fremont
Google in Fremont
Google in Kirkland
Google in Kirkland
Graham & Dunn
Graham & Dunn on Pier 70
Grasslawn to Totem Lake
Green Lake/Northgate

greenlake park and ride to downtown pike place market
Greenwood to UW
Greyhound, polyclinic, swedish hospital
Grist
Grocery stores and shopping downtown
Groundspeak Inc.
Group Health
group Health
Group Health - South Lake Union
Group Health Capitol Hill Campus
Group Health Cooperative
Group Health Cooperative - SLU, Seattle
Group Health Headquarters in South Lake Union
Group Health on Capitol Hill
Group Health Research Institute (Met Park)
Group Health--Bellevue
Hamburg Sud North America
Harborview
Harborview
Harborview hospital
Harborview Hospital
Harborview Hospital
Harborview Hospital
Harborview med center
Harborview med center
Harborview Medical Center
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Harborview medical center
Harborview Medical Center
Harborview Medical Center
Harborview Medical Center and Seattle Center.
Harborview Medical Center, 325 9th Ave., Seattle, WA 98104
Harborview/First Hill
Helac Corporation, Enumclaw
Herrera Environmental Consultants (employer)

home
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Home
Home - drive to Issaquah Transit Center (SR900)
home - near Coleman Park - to Work: Cherry Hill Swedish Hospital
Home - Sound Transit - Home
Home - to Univ. of Washington - back home
home - work
Home (Magnolia) to downtown and connections there
home (Maple Leaf) to downtown Seattle
Home (retired)
Home (Sunset Hill) to Bellevue College
Home (Wedgwood) to UW
Home <> Northwest Center for Public Health Practice
home and Healthpoint Community Health clinic
Home and St. Paul's Church
Home and Work and Downtown Shopping
Home at 15th & Ravenna to GHC and/or dentist in Northgate
Home in Columbia City to Redmond
home in Lake Forest Park
Home in Montlake to University Village
home in West Seattle to work in Pioneer Square
Home near Bellevue/Crossroads - top of the hill in Sammamish (Skyline HS, City Hall, Mary Queen of Peace)
Home on Cap Hill to work in SLU

Home on E 19th St to work in Georgetown
home on Fuhrman to downtown and university
Home on Queen Anne to school at Seattle Academy on Capitol Hill
home to 3rd and Madison
Home to a confidential DV Shelter facility
Home to all Seattle downtown offerings - museums, aquarium, parks, restaurants, etc
home to amazon campus
Home to and from Seattle Center/Downtown Arts Venues (art museums, etc)
Home to Bellevue City Hall
home to belltown
Home to Ben Bridge
home to Capitol Hill
home to Child Care Resources or downtown seattle
home to city
home to city or county buildings in downtown Seattle
home to classes for my children
home to clinic
Home to Conservation Service Group (Mercer Island) and doctor on Queen Anne Hill
Home to Department of State Offices
Home to DigiPen School of Technology
home to doctors' offices
home to downtown
home to downtown
home to downtown
Home to downtown
Home to downtown
Home to downtown
home to downtown
Home to downtown OR UW
home to downtown Seattle (3rd and Pike) or home to Seattle Children's Hospital
Home to Employer
Home to Federal Center South on East Marginal Way
Home to Holland America Lines
Home to Microsoft
home to Morgan Junction and Alaska Junction
Home to Nordstrom Corporate
Home to office and back to home daily
Home to office at Harborview
home to office downtown Seattle
home to school
home to school
home to school and back
home to seattle
Home to Seattle Center and the Uptown Theater
Home to Seattle Pacific University (work) and Northwest Center Kids (daycare)
Home to social service organization and back again.
Home to South Lake Union

Home to South Seattle Community College
home to South Seattle Community College
home to stores and medical and dental and back
Home to Tacoma-Pierce County Health Department. And Back.
Home to the city.
Home to the Seattle Aquarium
Home to the Seattle Cancer Care Alliance
Home to the University of Washington
Home to the University of Washington
home to the UW
Home to the Zynga Office
Home to Travelodge (6th St)
Home to University of Washington
home to Urbanspoon office
Home to UW
home to UW
Home to UW
Home to UW
home to UW
Home to UW
Home to UW Seattle
Home to UW Seattle campus
home to UW- Seattle campus (where I work)
home to UW work
Home to uw, hoome to downtown
home to UWMC
Home to Virginia Mason
Home to Volunteer Work and return
Home to Washington Federal
Home to Westlake Medical Dental Building
home to work
home to work
Home to Work
Home to work
home to work
Home to work
home to work
home to work
Home to work
Home to Work
Home to work - University of Washington Medical Center
home to work (Medbridge Education)
Home to work and back
Home to Work and Back
home to work and back
home to work and back to home
Home to work at a law firm downtown

home to work at Keller Rohrback LLP
Home to work at the University of Washington
Home to work at University of Washington
Home to work downtown
Home to Work Downtown Seattle
home to work in downtown seattle
home to/from downtown Seattle
home to/from downtown, South Lake Union, U-district
home to/from University of Washington
Home to/from work in downtown Seattle.
home, city of Seattle buildings, Wellspring Family Services, to/from friend's house in Capitol Hill, or to Wellspring Family Services (my job) from Capitol Hill
home, downtown
Home, to Rental Housing Association, to Downtown, to Seattle Women's Chorus rehearsals
home, University of Washington
home, UW
Home, UW, Seattle University
Home/ UW
home/Amgen
home/downtown
Home/ENVIRON International Corporation
home/office in pioneer square
Home/School
home/school/home
home/university of washington
Home/University of Washington (employer)
Home/University of Washington Medical Center
Home/UW
Home/UW
Home/West Monroe Partners on 4th and University
Home/Wilson Smith Cochran Dickerson
home/work
Home/work - Callison
HomeStreet Bank
Home-UWMC
Home-work
Horizon House
Horizon House (residence)
Horizon House 900 University St.
Horizon House Retirement Community on First Hill to 3rd & Pike downtown
Horizon House to Group Health University of Washington
Hornall Anderson
Hornall Anderson Design Works
Houghton (Kirkland) to/from Seattle
Houghton P&R to South Lake Union
Houghton Park and Ride
House to work

House/Elementary School (South Seattle)
Hyatt hotel
I live in southwest Capitol Hill (Pike/Pine corridor), have a daily appointment in Madison Valley, then travel to the University District for school. Then I travel home from the University District.
I ride the bus the the University of Washington from Greenwood
I travel from home (Fremont/Wallingford) to school (UW) and then to work (NOAA) on any of the above bus lines (most commonly 31/32 + 30)
I travel from home to work at Tommy Bahama
I travel from home to YouthCare's James W Ray Orion Center, where I work, and back.
I travel from Tukwila to the UW for work.
I travel to and from the University of Washington.
I travel to Bellevue College from eastgate/ issaquah
I travel to work from Tukwila to Virginia Mason Medical Center on First Hill
I work downtown in the Pioneer Square area.
I work downtown on 6th and University
15 / 272nd to Downtown (Admin Building)
IDRI
IHME
Ingeniux
Interlm CDA- International District
International District
International District
International District
International District
International District
Issaquah Highlands Park and Ride
Issaquah Highlands to Swedish Medical Center downtown
Issaquah to Seattle
Issaquah to UW
Issaquah Transit Center to King County 4th Ave
Issaquah, Redmond, Bellevue
Issaquah-2901 3rd Ave Seattle
ITT Tech in Tukwila
Jack Henry Associates
Jack Straw clothing store at First and Seneca
jackson federal building
Jackson federal building
Jackson Federal Building
Jackson Park /UWMC
Jackson Park to UW campus
Jefferson Community Center/International District
Job
John Stanford International School
Juanita Village
Judkins Park to UW
K&L Gates
K&L Gates LLP
K&L Gates, 925 4th Ave.

KC Metro Transit - King Street Center
Keller Rohrback, LLC
keller supply
Kennydale to UWMC
kent station or renton park and ride
KEXP
KEXP - Seattle Center
KEXP 90.3 FM
Kibble & Prentice
Kibble & Prentice
Kibble & Prentice
Kibble & Prentice @ 6th and Union
Kibble & Prentice in Two Union Square
Kibble and Prentice
King County 5th & James
King County Admin Bldg
King County Bar Association
King County Board of Equalization.
King County Building
King County Chinook Building
King County Chinook Building
King County District Court
king county government
King county Graybar building
King County Llibrary in Bothell
King county offices to El Cuento child care
King County Superior Court
King County/Holy Names Academy
King County/Swedish Downtown Family Medicine Clinic
King Street Center
King Street Center
King Street Center
Kingsgate Library
Kingsgate or Houghton Park and Ride to UW
Kingsgate Park and Ride to Montlake Transit Center
kintetsu world express seatac washington
kirkland
Kirkland home to job at Redmond Town Center
Kirkland to Microsoft
Kirkland to Swedish Medical Center
Kirkland to UW, or to downtown Bellevue, throughout seattle
kirkland transit center
Klahanie at Issaquah to Factoria at Bellevue
KMart down on Washington Ave
Krafchick Law Firm
Labor & Industries in DT Seattle
Labor and Industries Seattle Service Location

Lake City
Lake City (home) to First Hill (work - Harborview)
lake city library
Lake City Starbucks, Northgate, UW
Lake City to job at UW campus
Lake Washington Institute of Technology
lake washington institute of technology
Lake Washington Institute of Technology (Kirkland)
Lake washington Intitute of technology
Lake Washington Technical College
Lake Washington Technical College / Seattle Children's Hospital
Lamb of God Lutheran Church
Law firm downtown
Law Office in downtown Seattle to home and viceversa
Lease Crutcher Lewis
Liberty Mutual office
library
Lighthouse eDiscovery in downtown Seattle
Live @ Stewart/Denny to work @ Upper Queen Anne + return
Livemocha/Rosetta Stone
local stores, businesses, social services
Local theaters (actor).
Loki Fish Company
Lots of destinations in downtown Seattle: library, med appts, eat with friends, jury duty, ballet.
Lower Queen Anne to Bellevue Transit Center
Lower Queen Anne to my office near the REI store
Lowe's Home Improvement Warehouse, Tukwila, WA
Luna Park Cafe, South Seattle CC
MacDonald Hoague & Bayless
Madison Market Co-op
Madison Valley to to Amazon downtown
madrona
Magnolia
Magnolia community center and Mt baker rowing and sailing center
Magnolia to UW
Magnolia to Westlake Ave, Fremont, downtown and Kirkland.
Magnolia, SLU
Magnolia/University of Washington
Main Microsoft campus
Maizels-Epstein 3614 California Ave SW
Make-A-Wish office 1st Street Seattle
many
mapleleaf to northgate
market place tower
McKinley Irvin Law Firm
McKinstry Company
medical-dental building; paramount theater

Mercer Island
Mercer Island City Hall
Mercer Island Park and Ride to Virginia Mason Med Center
Mercer Island to UW and vice versa
Met Park building
Met Park East Group Health
metro park building: 1730 minor ave
Metropolitan Park building
Metropolitan Park building in Seattle
Metropolitan Park East
microsoft
Microsoft
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Microsoft
Microsoft
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Microsoft
Microsoft
Microsoft
Microsoft
Microsoft Advanta Campus
Microsoft Advanta Campus (Eastgate)
Microsoft Building 112
Microsoft Campus
Microsoft campus
Microsoft in Redmond
Microsoft main campus
Microsoft Redmond Campus
Microsoft Redmond campus
Microsoft Redmond/Overlake campus
Microsoft RedWest
Microsoft Redwest Campus
Microsoft Seattle office
Microsoft South Lake Union
Microsoft Studios
Milliman - Seattle. Downtown.
Milliman, Inc. AND University of Washington
MLK/ E Madison south on MLK to a Link Light Rail station to the airport
Mobilligy, Bellevue
MOHAI Resource Center
Moss Adams
Moss Adams LLC
Moss Adams LLP

Moss Adams LLP
Moss Adams, LLP
Most often downtown and before the last renovation of bus services, Lower Queen Anne.
most often home and work/ some errands
MRSC
Mt Baker @ Hunter Blvd to downtown
Mt Rainier to downtown
Multiple clients downtown at 4th and Madison
Municipal Tower (700 5th Ave.)
Museum of Flight
My apartment in Queen Anne to work at The Museum of Flight
my boyfriend's apt in Pioneer Square
My employer, Seattle University
My home
My home
my home address at the Kirkland/Kenmore boundary to 10525 Willows Rd NE where I work (and back)
My home in Lake Forest Park
my home to my job and then to school
My home to my job in pioneer square
my home to school
My home, my job, grocery stores and other essential services
My house to the Columbia City Library
My job downtown (Women's Wellness Center) to my home in Highland Park
my job in downtown Seattle
My job involves travelling between Lake City and the UW campus.
My kids daycare center in downtown Seattle
My office at Fourth Avenue and Union Street downtown
My office downtown Seattle to my home in Redondo
My office: the Miller Hull Partnership
My partner's home to my work.
My place of employment located in Pioneer Square
My private practice office in belltown
My residence in Juanita kirkland to the Medical Dental building in downtown seattle where I work
My West Seattle home to my Downtown Seattle office
Nakamura (usa), inc.
NBBJ in the Cascade Neighborhood of SLU
NE 65th and 25th Ave NE to UW and/or Harborview
NE Seattle to Bellevue via 25th Avenue NE and Montlake
Near the University Village
Neighborcare health
newcastle, wa to the bellevue transit center
Newport Hills P&R to UW Medical Center
Newport Hills P-R to the University of Washington
Nintendo
Nintendo

Nintendo of America
Nintendo of America
NOAA
NOAA
Noel House Programs
Nordstrom
Nordstrom
Nordstrom
Nordstrom
Nordstrom Corporate
Nordstrom Corporate Headquarters
Nordstrom Corporate Office
Nordstrom Corporate offices
Nordstrom downtown seattle
Nordstrom office building (7th & Pike) & Bright Horizons daycare (4th & Madison)
Nordstrom office on 7th ave
Nort seattle cc, UW
North Ballard/Crown Hill to Seattle Pacific University in QA
North mercer campus, Mercer Island
North seattle Alliance church
North Seattle Community College and Safeco Field
northgate
northgate comm college to slu
Northgate P&R / University of Washington Medical Center
Northgate shopping center
Northgate to 5th and University
NORTHGATE TO DOWNTOWN
Northgate to Downtown Seattle
Northgate to University District
Northgate to UW
Northgate to UW
Northgate to UW (work and school both)
Northgate Transit Center to 1730 Minor Ave.
Northgate Transit Center to Fred Hutchinson Cancer Research Ctr
Northgate Transit Center to University of Washington
Northgate Transit Center/University of Washington HUB
Northgate Trasit Center to UW Tower
Northgate, University District, Fremont, Downtown. Shopping, Work, Church.
Northgate/UW
Northwest capitol hill (near volunteer park) to downtown bellevue (near bellevue TC)
Northwest University
Northwood Middle School
Nuclear Physics Lab
NW Center
NWIRP, pioneer square area
O'Dea High School
office building in Pioneer Square

Office Nomads
Office of Public Instruction - Digital Learning Dept
Often I am traveling from the Central District to the Phinney Ridge Neighborhood
Oles Morrison Rinker & Baker - 701 Pike Street
One Union Square
One Union tower
Opscode
overlake
Overlakehospital
Pacific Medical, UW Medical
Pacific Science Center
Pacific Science Center, Museum of History & Industry, Swedish (Cherry Hill)
PageDNA in Pioneer Square
Parsons Corporation
Part time residence to Olympia, where I go to school
PATH (at Westlake and Denny Way)
Paula's Choice (Will be in Seattle come March)
PayScale
PayScale, Inc.
PCC
PCC grocery; 65th & 15th; Univ. District; downtown Sea.
pcc natural markets seaward park
PEMCO Insurance
PEMCO Insurance Co.
Perkins + Will
Perkins Coie
Perkins Coie LLP
Perkins Coie LLP, 3rd & Seneca
Phinney Ridge Lutheran Church
Phinney Ridge to UW or South Lake Union
Pike Place
Pike Place Market
Pike/Pine area and downtown shopping corridor
Pill Hill
Pioneer Square
Pioneer Square
Pioneer Square
pioneer square
Piraeus Consulting
Place of employment
Place of employment
place of employment
Place of employment
Plymouth Housing Group
Plymouth Housing Group - Downtown
PND Engineers, Inc.
Polson Building, 71 Columbia Street

polyclinic
PolyClinic Downtown
Polyclinic or Swedish First Hill and return
Port of Seattle P5
Portent, my workplace
Preg O'Donnell Gillett law firm, downtown Seattle
private
Proliance Surgeons Corporate office
Public Health Downtown Center
Puget Sound Blood Center
Puget Sound Blood Center
Q.A. Rec. Center
Queen Anne
Queen Anne / South Lake Union to Eastgate
Queen Anne to Pioneer Square
Queen Anne to University of Washington
Queen Anne to/from Pioneer Square
Quorum
QuoteWizard home office
QuoteWizard, Pioneer Square
Rainier Ave S. & Genesee to 4th & Jefferson, Seattle
Rainier Beach. CDistrict.
Rainier tower
Rainier Tower
Rainier Tower building
Rainier Tower- Downtown
raisbeck aviation high school
Ravenna Boulevard stop on route 72
Ravenna Park & Ride 65th NE & 8th NE
Ravenna to Downtown Seattle
Ravenna to University of Washington
Razorfish
Real Change, Homeless Empowerment Project located in Pioneer Square, Seattle.
Real Networks
RealSelf, Inc
Recreational Equipment Incorporated, (REI) Seattle location
Red apple store
Red cross
Redfin office
redmond
Redmond McDonalds
Redmond P&R to/from UW
Redmond Transit Center
Redmond/Downtown Seattle
Regence BlueShield
Regence BS, Downtown, Seattle, WA
Renaissance Seattle Hotel

Renton and University of Washington
Renton City Hall/Renton Library
Renton Laehills P&R to UW
Renton TC to Eastlake Avenue
Renton to Seattle (Swedish Medical Center)
Renton to University of Washington
Renton to/from UW Medical Center
Residence
Residence
Residence (downtown) to the University of Washington
Residence to and from work in downtown Seattle
retirement home to hospitals, university and civic events etc
Richmond Beach
Richmond Beach and University of Washington
Richmond Beach to Downtown
Roosevelt (home) to downtown Seattle
Roosevelt building in the University district, 4225 Roosevelt Way N.
Roosevelt Clinics at UW Medicine
Roosevelt District to Downtown Seattle
Ross
rover.com
Roxbury to Union St. on 7/7X and back
Russel Investments Center at 2nd & Union in downtown Seattle
Russell building downtown
Russell Financial
Russell investment center
Russell Investments
S 277th St & 41st PI S to SMT bldg dwtn
Safeco center
Safeway
Salesforce.com
salesforce.com office
Salmon Bay School/Arbor Heights
SAM
Sandpoint Way NE, NE 115th Street, UW medical center
Satori Software
SCCA, UWMC
SCCA/FHCRC
school
school to parent's office (12) to school (372)
School/daycare
School/Home
Sea tac airport
Sears at 76 S Lander St
SeaTac
SeaTac
Seatac airport

Seatac Airport
Seatac airport
Sea-Tac Airport
Seattle
Seattle
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Seattle
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Seattle
seattle - pioneer square
Seattle - Work
Seattle Academy
Seattle Academy
Seattle Academy of Arts and Sciences
Seattle Academy of Arts and Sciences
Seattle Academy of Arts and Sciences
Seattle Academy to home
Seattle Art Museum
Seattle Biomed
Seattle Biomed
Seattle Biomedical Research Institute
Seattle Cancer Care Allaiance
Seattle Cancer Care Alliance
Seattle Cancer Care Alliance
Seattle cancer care alliance, UWMC
Seattle Center
Seattle Center
Seattle Center
Seattle Center
Seattle Center
Seattle Center
Seattle Center
Seattle Center
Seattle Center
Seattle Center and Downtown
Seattle Center area
Seattle central cc to Cleveland hs
Seattle Central Community College
Seattle Central Community College
Seattle Central Community College
Seattle Central Library
Seattle Childrens Bellevue
Seattle Children's Hospital
Seattle Children's Hospital
Seattle childrens research institute
Seattle Children's Research Institute
Seattle Children's Research Institute

Seattle/Redmond
See above
See's Candies 1518 4th Ave, Seattle
Senior Services
Several destinations, one example would be the grocery store...
ShareBuilder by Capital One
Sharebuilder by CapitalOne
shopping
Shopping areas in Issaquah and Redmond
Shoreline Community College
Shoreline P&R to Federal Center South
Shoreline Park and Ride, University of Washington Seattle
Shoreline to Redmond
Shoreline to South Lake Union
shoreline to Univ of WASH
Shunpike, a non profit arts org
Skyline High School
Snoqualmie -5th and union
Snoqualmie to Downtown Bellevue to work @Expedia
Snoqualmie, Bellevue College, Issaquah Highlands
social service organization
Sodo
Softchoice Corporation
Solid Ground
Sound Mental Health Offices
Sound Transit
Sound Transit
Sound Transit at Union Station
SourceAmerica (non-profit)
South Center
South Dakota Street (Columbia City) - Nova High School
south end park and ride to downtown
South Kirkland Park and Ride to UWMC and UW Tower on 45th and Brooklyn
South Lake Union
south lake union
South Lake Union
South Lake Union
South Lake Union
South Lake Union (Amazon.com campus)
South Lake Union area
South Lake Union Job
South Lake Union to Capitol Hill
South Lake Union/Alley 24
South Park, where are live
South Seattle Community College
south Seattle to downtown Seattle for work
Southcenter Mall, Tukwila

Southeast lake union
Space Needle/Seattle Center
Spring Street Early Learning Center
SPU
sr599 and 128th, 2nd Ave
SSCC(south seattle community college)
St. Michael's and All Angels Episcopal Church
Staples, Cre-8-tive kids, south side commons, europa kids int preschool, downtown, southcenter, Seamar medical, Goddard, highline community college,
Star Lake Park and Ride and Virginia Mason Medical Center
Star Lake to King County Admin Building
Starbucks
Starbucks Center in SODO
Starbucks Coffee Company
Starbucks corp office
starbucks corporate office
Starbucks Corporate Office
Starbucks Corporation Headquarters
Starbucks HQ
Starbucks HQ
Starbucks HQ
Starbucks HQ
Starbucks HQ - 1st & Lander
Starbucks offices - SODO
Starbucks Production Plant from West Seattle near Salty's
Starbucks Support Center
Stella & Dot
Stoel Rives Law Firm
Stoel Rives LLP
Stokes Lawrence P.S. (downtown lawfirm)
Story Worldwide in Belltown
Substantial, Inc
Summit & Mercer to/from Downtown
Sunset Hill neighborhood in Ballard/Seattle City Light downtown Seattle
Sunset Hill to downtown Bellevue
SW Thistle and California Ave SW
Swedish Cherry Hill
Swedish First Hill
Swedish hospital
Swedish hospital
Swedish Hospital - First Hill
Swedish Hospital on First Hill
Swedish Medical
Swedish Medical Center
Swedish Medical Center
Swedish Medical Center
Swedish Medical Center Cherry Hill

Swedish Medical Center First Hill campus
Swedish Medical Center on First Hill
Swedish Medical Center, First Hill
Swedish Medical Center, First Hill Campus
Swedish Weast Seattle Clinic
Swedish/Cherry Hill
Symetra
Tableau Software in Fremont
Take mother to get checkups/medications
Tam OShanter (redmond) and 1010 Western, Seattle
Target Northgate
Teen Feed
The apartment my parents rent (near Bellevue Transit Center)
the barking lounge
The bikery
The Bill & Melinda Gates Foundation
The Burke Museum of Natural History
The Central District to North Seattle Community College and Lake Washington Institute of Technology in Kirkland
The ferry to the University of Washington
the Financial Center at 1215 4th Ave, Seattle
the library
The Northwest School
The Northwest School
The Polycline Broadway
The Polyclinic
The polyclinic
The Polyclinic
The Polyclinic
The Seattle Center
The Summit Group
The Times Square building in downtown Seattle.
The Triple Door
the University of Washigton
The UW
The Washington Appellate Project
thePlatform
Tiscareno Associates at 5th Ave & Union ST.
TJMaxx
T-Mobile
t-mobile Factoria
To - Russel Tower
To 1st and King street
To 5th and Pine from 19th and Highland
to Amazon SLU from Portage Bay.
To and between branch libraries
to and from the University of WA and SeaTac Airport

To City University of Seattle/ from Eastgate P&R
to Downtown Bellevue
To downtown or north Seattle from central Seattle for work (NSCC)
to downtown Seattle from N 35th ST and Wallingford Avenue N
To employment from home.
To get to Bellevue College
To Group Health at 124th and E. Marginal Way S.
To Harborview Medical Center
to Holy Family Kirkland, from Holy Names Academy
To Holy Names Academy from Kirkland 70th
To K&L Gates
To Microsoft (Bellevue) from near Sunset Elementary
To my office downtown
To Overlake Hospital campus
To Seattle Cancer Care Alliance/Fred Hutch
to Seattle Central Community College
To South Lake Union From West Seattle
To the university of washington
to The UW Foundation
to UW
To UW from Fremont
To UW from Northgate Transit Center
To UW Seattle, from Tukwila.
to Westlake Center
To work - King County Employee
to work (via the Wa State Ferry) from home
To work at Virginia Mason Medical Center
to work in the university district from home on capitol hill
To WORK/ SCHOOL
To/From Residence To/From groceries, other stores, parks, opera, theater
To: Amazon
To: McCaw Hall from Virginia Mason First Hill
Tommy Bahama
Tooth and Nail office
totem lake area to amazon
Totem Lake to UW
Toward the Seattle Center from Madison Park area
Town Hall/Virginia Mason
Towne Square Condominiums, ne 17th Street and Bellevue Way NE
Traveling from 24th & E Valley to Occidental Ave S and S Jackson
traveling from home to downtown or school.
Traveling from home to work - the Bellevue Library.
Traveling from home to work at Macys
Traveling from my home in Magnolia to UW
Traveling From North Seattle to Downtown Seattle
Traveling to 4th and Madison, downtown.
Traveling to University of Washington (employer)

University of Washington
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University of Washington
University of Washington (Both Seattle and Bothell campus)
University of Washington (main campus)
University of Washington (off-campus--UW Tower)
University of Washington (Seattle campus)
University of Washington (Seattle)
University of Washington (Seattle)
University of Washington (UW Tower building)
University of Washington (work), Seattle Courthouse (jury duty), Harborview (medical apts)
University of Washington / Federal Way
University of Washington and South Lake Union (transfer in the U-district to a Shuttle)
University of Washington Bothell
University of Washington Bothell
University of Washington campus
University of Washington campus
University of Washington Family Medicine
university of washington from issaquah
University of Washington Health Sciences Building
University of Washington Health Sciences building
University of Washington is the place of employment, but I often meet downtown with colleagues.
University of Washington main campus
University of Washington Medical Center
University of Washington Medical Center
University of Washington Medical Center
University of Washington Medical Center

University of Washington Medical Center
University of Washington Medical Center
University of Washington Medical Center
University of Washington Medical Center
University of Washington Medical Center
university of washington medical center
University of Washington Medical Center
University of Washington Medical Center
University of Washington Medical Center
University of Washington Medical Center
University of Washington Medical Center
University of Washington Medical Center
University of washington medical center
University of Washington Medical Center and Harborview Medical Center
University of Washington Research, South Lake Union
university of washington school of law
University of Washington school of medicine
University of Washington School of Medicine
University of Washington Seattle
University of Washington Seattle
University of Washington Seattle
University of Washington Seattle Campus
University of Washington Seattle Campus
University of Washington Seattle Campus
University of Washington Seattle campus
University of Washington seattle campus
University of Washington SLU research
University of Washington South Lake Union Campus
University of Washington Speech & Hearing Clinic
University of Washington to Westlake Center
University of Washington Tower
University of Washington Tower
University of Washington, 45th and campus
University of Washington, hospital
University of Washington, Seattle
University of Washington, Seattle
University of Washington, Seattle
University of Washington, Seattle
University of Washington, Seattle campus
University of Washington, Seattle Campus
University of Washington, Seattle campus
University of Washington, Seattle campus
University of Washington, Seattle campus
University of Washington, Seattle Campus
University of Washington, Seattle Campus
university of washington, seattle/u-district
University of Washington, University Station
University of Washington.
University of Washington's Center on Reinventing Public Education

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UW
UW - work
UW and my home
UW and work on Lake Union
UW Bothell
UW Bothell

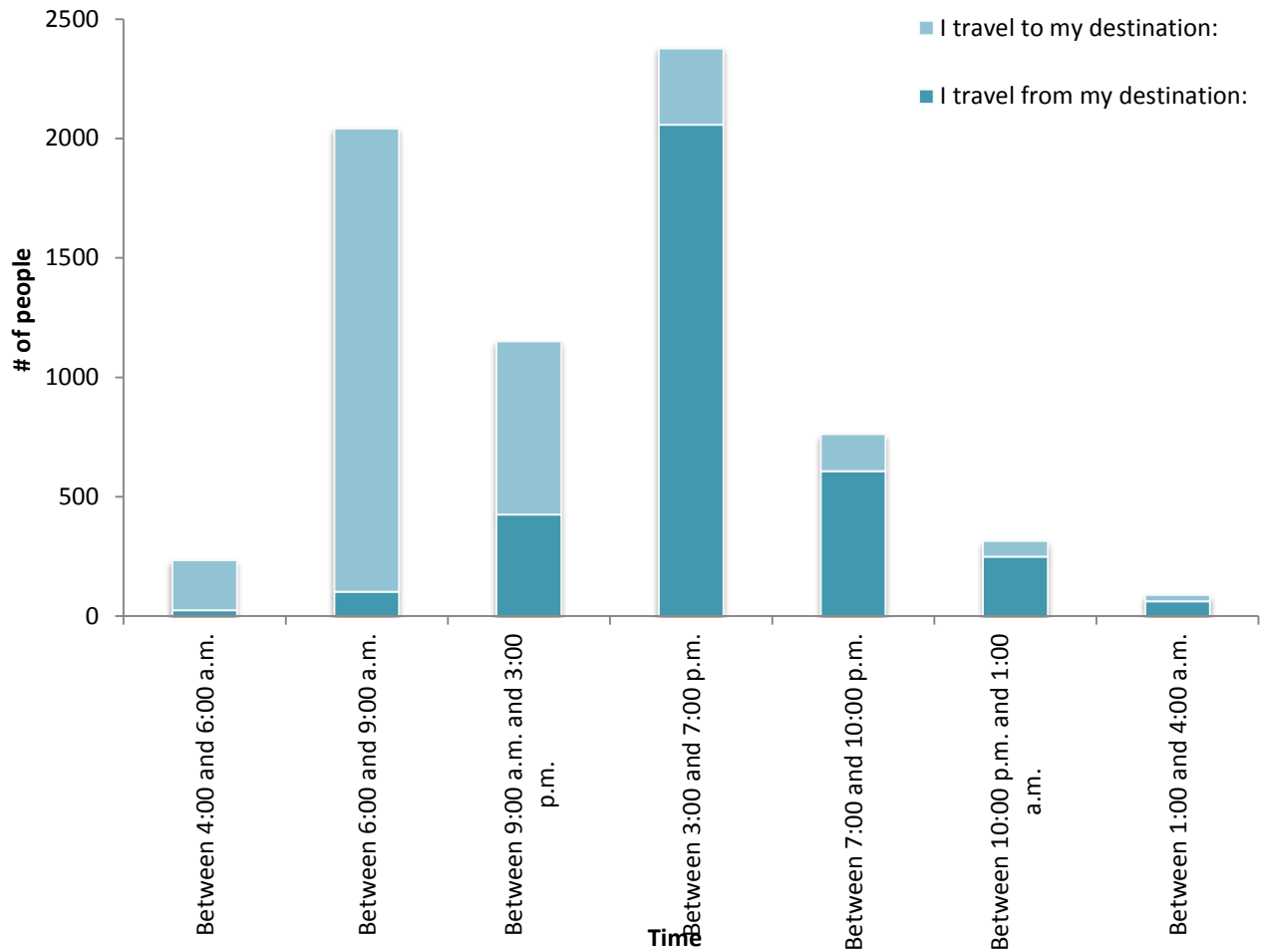
UW Seattle campus
UW Seattle Campus, UW Tower
UW SLU
UW SLU
UW to International District
UW to Madrona/ CD
UW Tower
UW Tower
UW tower
UW via 520 evergreen point
UW, Central library, Seattle U gym
UW/home
UWMC
UWMC
UWMC
UWMC, Virginia Mason
UWMC/Harborview Medical Center
UW-Seattle
V A Hospital, Jefferson Park, Downtown Seattle, FAQCTORIA mALL, U of Wa, Safeco Field
VA
VA Hospital
VA Hospital
VAPSHCS
various
Various points in West Seattle
Verizon Wireless
View Ridge
Virginia Mason
Virginia Mason
Virginia Mason
Virginia Mason
Virginia Mason
Virginia Mason
Virginia Mason
Virginia Mason Hospital
Virginia Mason Medical Center
Virginia Mason Medical Center
Virginia Mason Medical Center
Virginia Mason Medical Center
Virginia Mason Medical Center
Virginia Mason Medical Center
Virginia Mason Medical Center Downtown campus
VM
VMC Consulting
Volometrix
Vortman & Feinstein, P.S. ; Carney & Marchi, P.S.
W. Lake Sammamish to Dodge of Bellevue or Bell Square
WA State Housing Finance Commission

Wallingford -> Exchange Building
Wallingford to Fred Hutchinson Cancer Research Center
Wallingford to UWMC
Walmart in Auburn, Washington
Washington Middle School
Washington Middle School
Washington State Attorney General
Washington State Attorney General's Office - Seattle
Waterfront Place at 1011 Western Avenue
Wedgwood to Bellevue
Wedgwood to university district to downtown
Wells Fargo Building
Wells Fargo Building, Downtown Seattle
Wells Fargo Center
Wells Fargo Center Downtown Seattle
Wells Fargo Insurance
West Queen Anne to First Hill
West Seattle (home) to Bellevue (work)
West Seattle (White Center)
West Seattle Bowl
West Seattle Elementary School
West Seattle to Amazon (Denny Triangle)
west seattle to downtown
West Seattle to Downtown Law Firm
west seattle to downtown seattle
west seattle to downtown seattle
West Seattle to Downtown Seattle and Redmond for Honeywell
West Seattle to Downtown to Seattle Children's Hospital
West Seattle to Possible Worldwide
West Seattle to the Museum of Flight
West Seattle to University of Washington
West Seattle to UW
West Seattle to/from downtown
West Seattle, Seattle, Kirkland, Auburn, Kent
West Seattle/Alki to SODO & Downtown
West Seattle/University of Washington
Western Washington University (work) to University of Washington (school)
Westin Building at 6th & Virginia
Westlake and Denny or Westlake Center
westlake and harrison
Westlake Bus Tunnel
Westlake Plaza
Westlake Sammamish pkwy in Redmond to South lake union in Seattle
Westlake station
westlake tunnel (after link trip from columbia city)
Westwood Heights Senior Housing
Wetpaint

White Center/Unversity of Washington
Woodinville to Lake Washington Institute of Technology
Woodinville/Redmond
Woodland Park Zoo
Woodland Park Zoo
Woodland Park Zoo
woodside school
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Woodside School
woodside school
woodside school
Woodside School & Safeco Field
woodside schools
work
Work
Work
Work
Work
Work -- 1111 Third Avenue in Seattle
Work - EMC
Work - Zillow (Russell Investment Center)
Work (Milliman, Downtown Seattle)
Work (South Lake Union - Amazon)
work 2nd & James
work downtown
WORK DOWNTOWN to home
work in downtown seattle
Work in downtown Seattle
Work in downtown Seattle at a regional law firm, Miller Nash LLP
work in Pioneer Square (KSC)
Work in the International District
Work office downtown
Work, Downtown Shopping
Work/Home
Work/Home
Work/home
Work: King County office on 2nd st
work: Unum (3rd and Seneca)
WPAS, INC. DOWNTOWN SEATTLE
Wright Runstad & Company
YMCA
Yuen Lui Studio
Zillow
Zynga

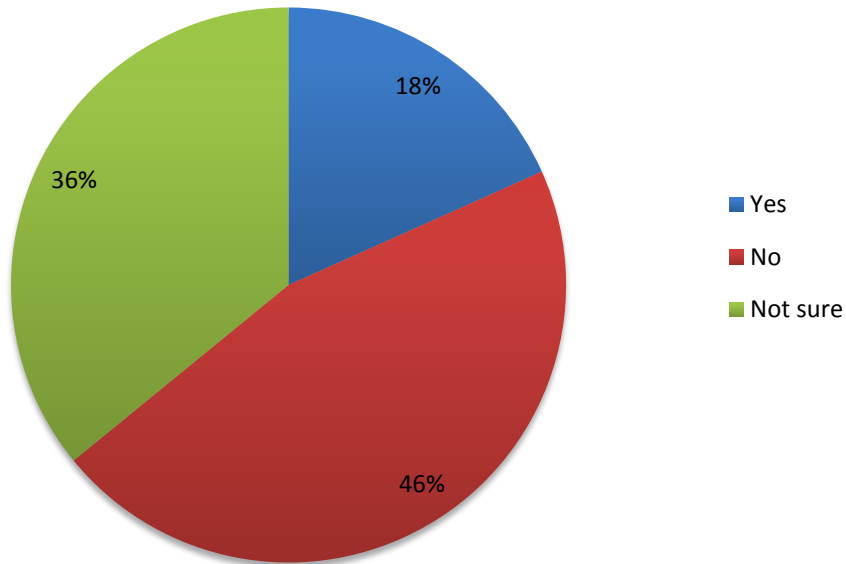
21. At what times do you use transit to get to/from your destination? (check all that apply):

Total Respondents: 2,457



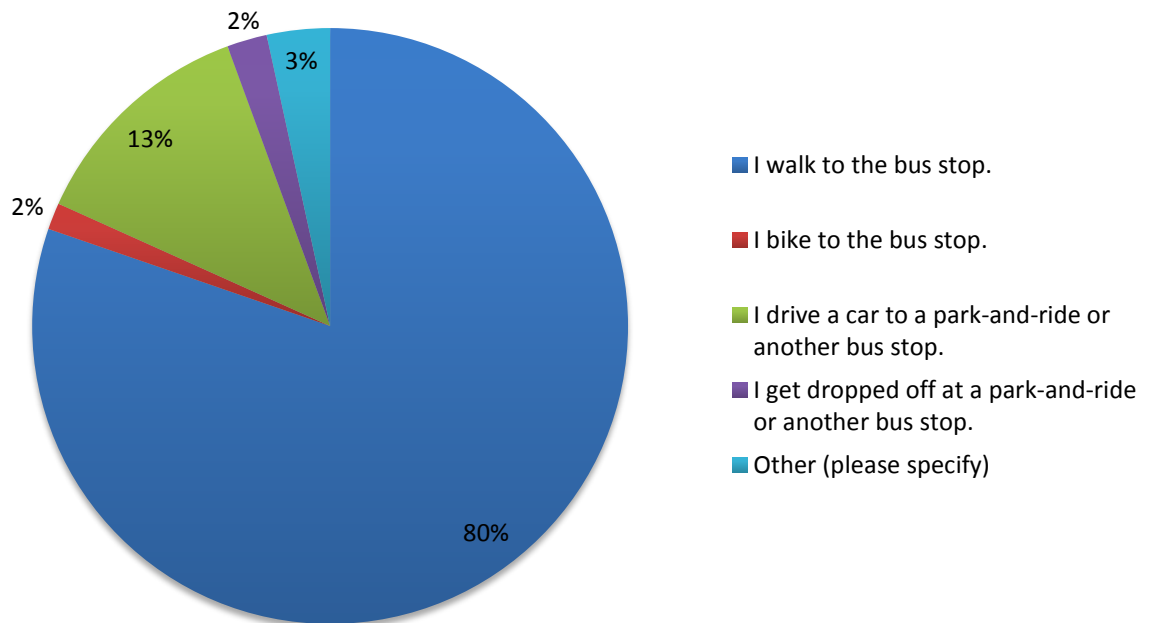
22. If the proposed changes are made, will you still be able to use transit at all the times you selected for this trip?

Total Respondents: 2,455



23. How do you currently get to transit for this trip?

Total Respondents: 2,400



Other (please specify): See following page

23. How do you currently get to transit for this trip? Other (please specify):

I have arthritis and it's increasingly difficult for me to walk long distances to get to the bus.

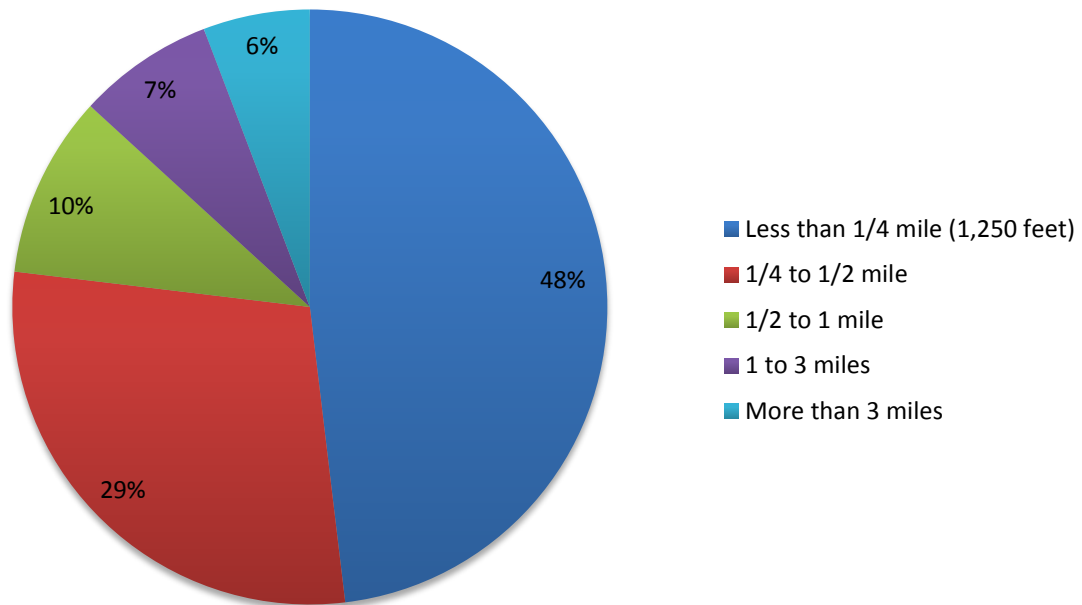
I have to get a ride home because I miss the last 17 from downtown. THANKS METRO!
I also use park and ride
Drive car to P&R from home and walk to bus stop from work.
I park my car in Everett, ride my bike from Shilshole Marina to the bus, and sometimes walk instead of ride.
I do not have a car or another way to get to the bus stop
I drive approximately three days a week to the park-and-ride and walk the other two days.
I take 2 buses to get to work.
Sometimes I walk to a bus stop and then take two buses or sometimes I drive to a park & ride to a bus
Some times I am dropped off at the Park and Ride rather than driving my own car.
In the morning I car pool and get dropped off at the Newport Hills Park & Ride. In the evening I rides buses and then walk to my house.
I bike to the P & R except in extremely bad weather
Sometimes walk, but for time purposes in the mornings I usually drive to the bus stop from my apartment.
I sometimes drive directly to the park-and-ride since the 347/348 does not always arrive in-sync with the 303 schedule.
The 26 stop is only a block or so away. I use this route to go downtown and eliminate driving for either volunteering, work or going to the airport (connecting with Light Rail). The next closest route would be the 16 and it would make going to the airport extremely difficult with a 15 minute walk to the #16 stop with luggage. If we had to use the 16 to return from downtown after taking lightrail in from a late flight, we would not be able to use alternate commuting.
When the 21x fails to stick to schedule, I attempt to catch it via the 21.
I take the Bainbridge Ferry and walk to the bus stop from coleman dock. from my low income housing.
Well my trip starts in Spanaway with a 20 minute walk to the bus stop. I then take pierce transit route 1 to downtown Tacoma where I catch the sound transit route 594 to downtown Seattle. I then walk a block to 3rd and pike to catch the 21 which takes me to a stop very close to work (35th Ave SW and SW Holly Street)
Depends. When the 22 express runs, I walk. Other times, I get dropped off or picked up at a bus stop about a mile away.
During the peak hours, I can walk to the bus stop for 216 and 219. During off-peak hour, however, I will need to walk for 35 minutes to take Sound Transit 554 :(I like the new service of 216 and 219, especially 216!!!
Three days a week, I get dropped off at the park-and-ride in the morning. The other two days a week, I drive to the park and ride.
I both walk and bike to the bus stop.
I ride a scooter and take a ferry to the bus.
I use a car in the mornings, walk at night. We also need more space in the Kingsgate Park & Ride
Route 309 is perfect for me, practically door-to-door and I will be very, very sad if the 309 goes away.
On average, two days I get dropped off and one day I drive to a park-n-ride. Occasionally I drive to the park-n-ride more than once a week, especially in the summer when parking is more abundant.
I usually am dropped off two blocks from the bus stop on my way to work; I usually walk home 1.3 miles from the bus stop on my way home from work.

Fauntleroy/Southworth Ferry
I also bike to the bus about half the time. The bus passes close to my house, but there is not a bus stop near there - any way to have more potential stops, near intersections, as this makes the bus easier to use in rural areas.
drive to bus stop and park on street (28x)
I use regular metro when I can. At other times I use Access.
I used to drive but again, there is no bus after 7:52 so now I drive the entire way to work.
I drive to the park-and-ride and then take the ferry. I get on the bus on the ferry.
walk and drive
and take #2 to 8th & Seneca & walk to 7th. Returning I walk to 8th & Madison, take #12 to 12th Ave. and transfer to #2 to Madrona.
I also drive to a park and ride as a second option.
my Daughter and I car-pool to the transfit center from our homes
Half the time I walk other half I drive
I walk to the 45th/admiral stop in the morning. Because I work 12 hour shifts, I miss the 56 in the evening, and take the C. I then either walk 1.5 miles home or my husband picks me up. I usually would have to wait longer for a connecting bus than it takes me to walk.
when I can walk to the closest bus stop I do.
I'll probably drive.
Unlike many bus riders in my area, losing the Route 25 would be a mere inconvenience for me. For many of the leder, and less abled riders, this cut would eliminate a transportation lifeline entirely.
Sometimes connect to the 128 @ Alaska Junction from RRC from downtown.
On days I drop my child off at daycare I drive to the bus stop, on other days I walk
BOTH main routes 26 and 28 are proposed to be cut, so there is no alternative!!
What you may be missing in this survey are instances like my multi-modal commute. I often use the 71-73 in the afternoon to get out of downtown and then bike the rest of the way home, or bike the rest of the way in from the U district. This may not work with the proposed new routes and reduced frequency
Sounder takes to to the train station, where I meet the DART 913.
I live in downtown Issaquah which used to have excellent service.
I'm also concerned whether there will be enough parking at the 300th Park & Ride.
I drive a car and park near the bus stop on a residential street.
I also take the ferry to walk to this bus stop.
I take the ferry and walk to the bus stop.
dropped off too
I get dropped off at the bus stop.
I don't know how to answer questions on next page about wait times etc. for my trip under proposed changes, because my bus service will be completely eliminated
whelchair
I drive to the South Tacoma Sounder Station from Steilacoom and then I take the Sounder to Kent Station
carpool to bus stop.
Or I drive to a bus stop closer to work
I walk AND bike to the bus stop(s)
I drive a car now
I have to take a bus to the junction

I also use Access to get to the transit center
I don't ride the empty bus in my neighborhood
it is a very short distance from my home
I walk to the bus stop for work, and for school I sometimes drive and park.
Sometimes I walk
I also take a ferry from Bainbridge Island
Sometimes I walk to the P&R
depending on time of trip sometimes I get dropped off at park-and-ride
I park in the neighborhood near the stop
I also sometimes drive a car to a bus stop
ferry
Water Taxi from Vashon Island, then walk to bus stop.
and or walk to bus stop - .5 miles
37 stops in front of my house, so I can take that to my transfer in SODO. Otherwise I bike to the Link Light Rail or Busway in SODO.
I walk to the Park-and-Ride
I live 1.5 miles from the Tukwila Park & Ride
I take the Freebie #200 from Issaquah TC
AM Sounder at Kent station; walk PM from Boeing
drive my car to the bus stop
link rail from columbia city
114- I walk, 111- I drive to the park and ride
I walk over a mile to route 355. The route 79 used to be a few blocks from my house.

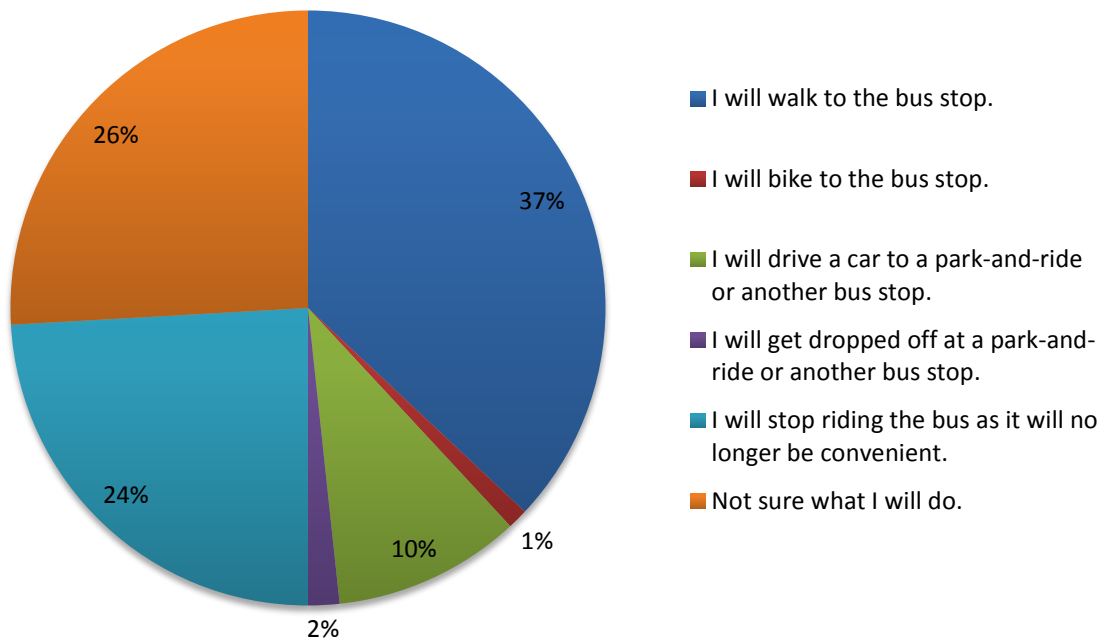
24. Approximately how far do you currently go to reach transit for this trip?

Total Respondents: 2,421



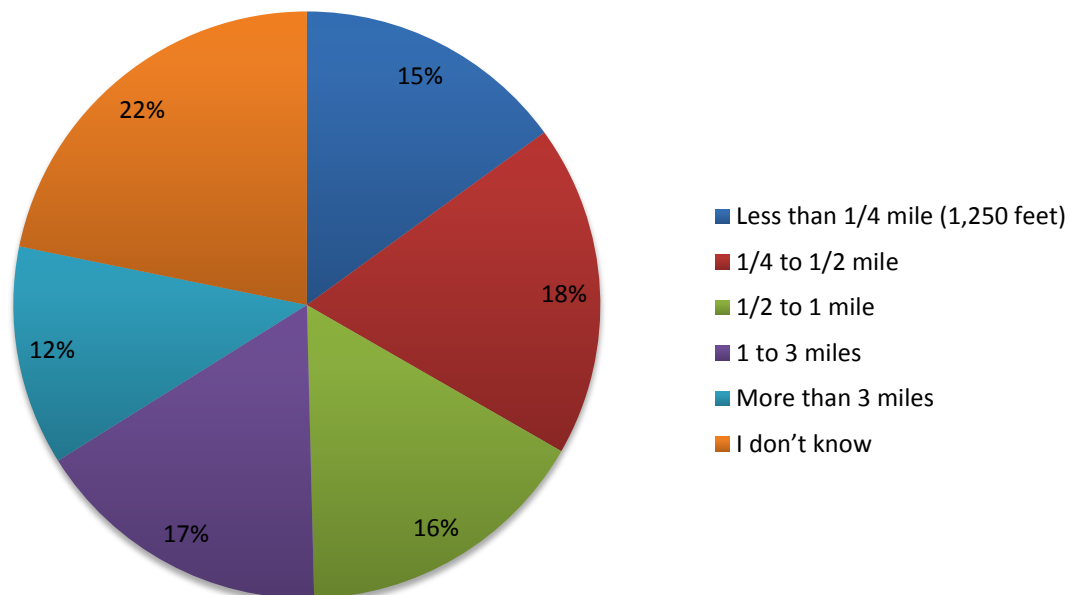
25. If the proposed changes are made, how do you expect you will get to transit for this trip?

Total Respondents: 2,413



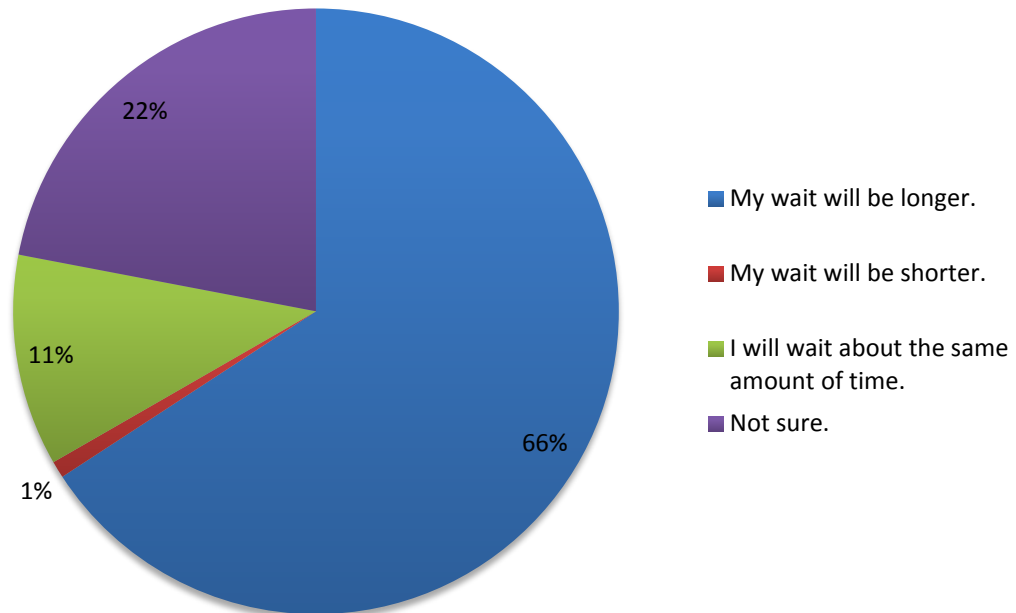
26. With the proposed changes, about how far do you expect to have to travel to reach transit for this trip?

Total Respondents: 2,405



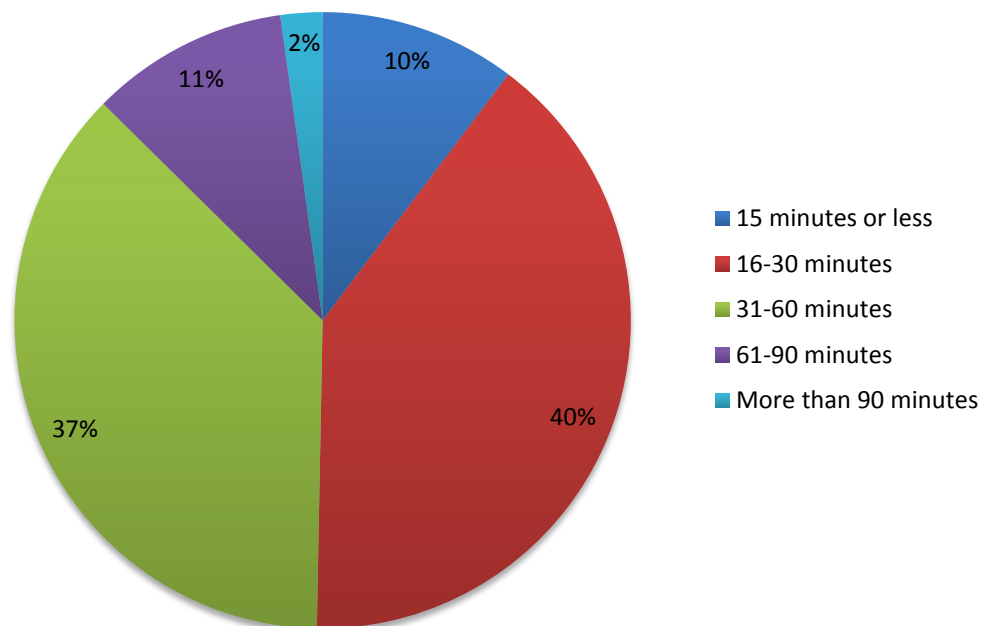
27. How do you expect your time waiting at the stop to change for the trip you take most often?

Total Respondents: 2,343



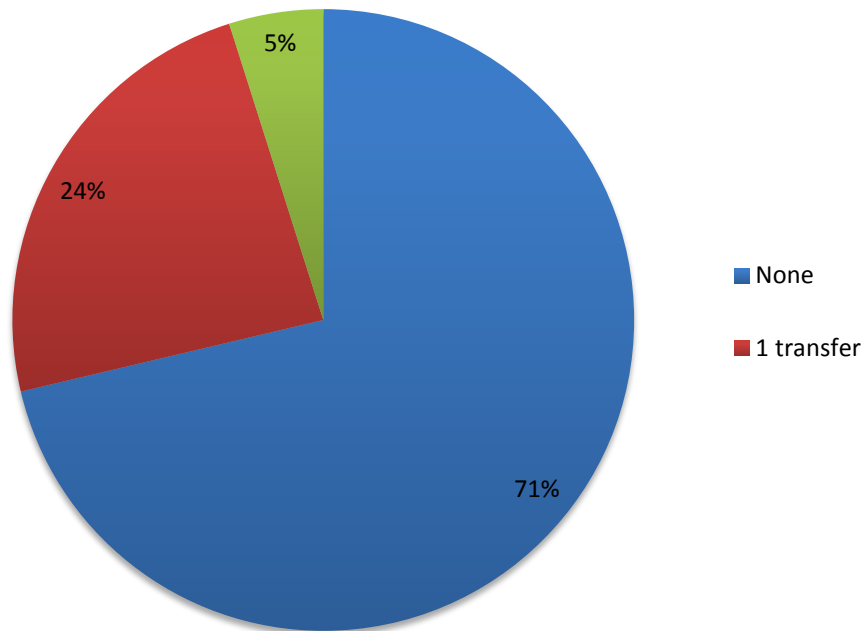
28. About how long does this trip currently take, from the time you get on your first bus to the time you get off the last bus at your destination? (Include time it takes to transfer.)

Total Respondents: 2,360

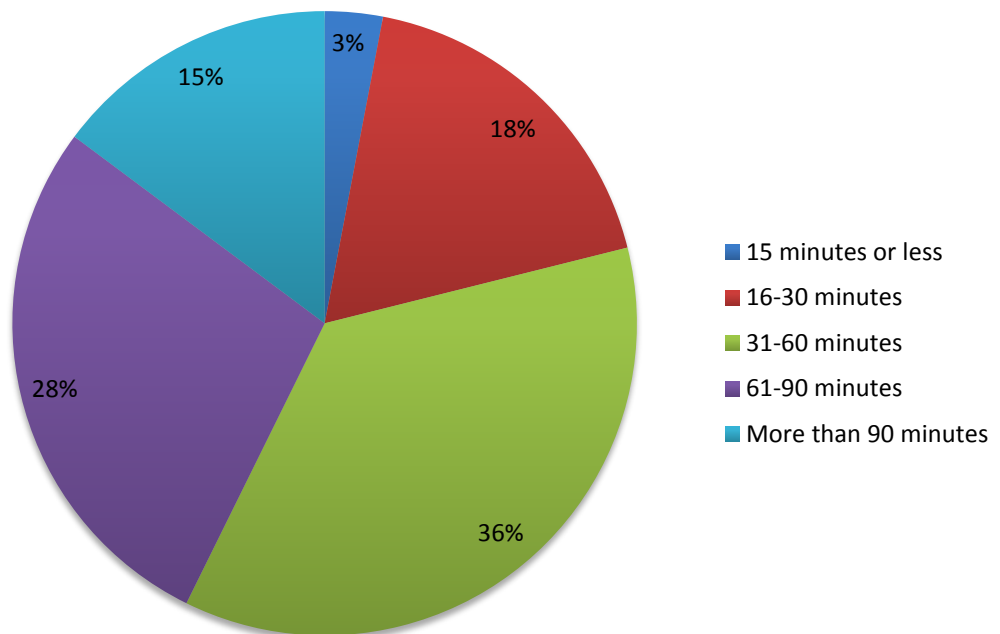


29. How many times do you currently transfer from one bus to another to complete this trip?

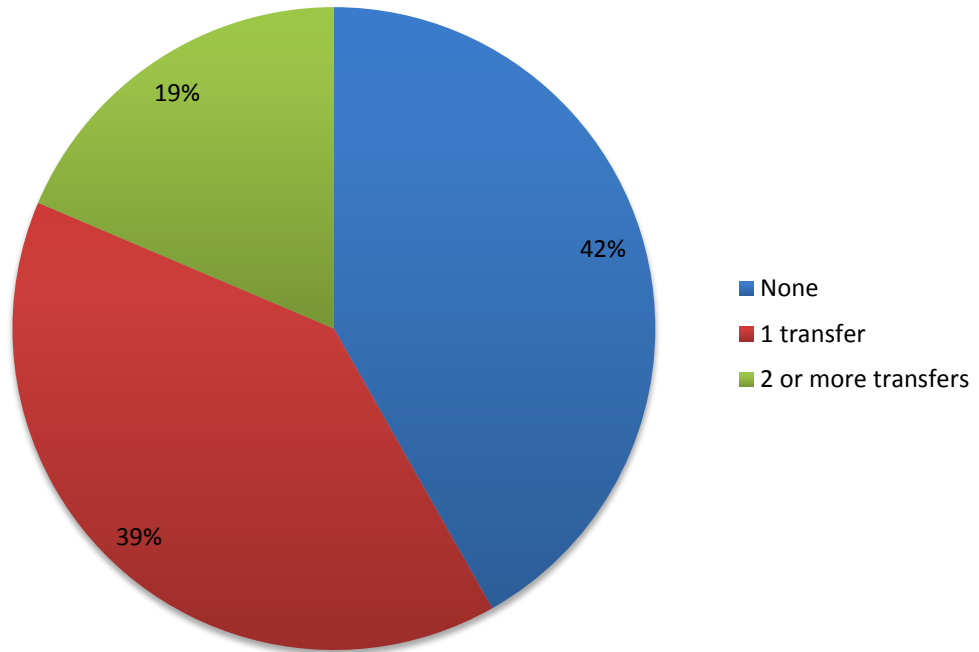
Total Respondents: 2,356



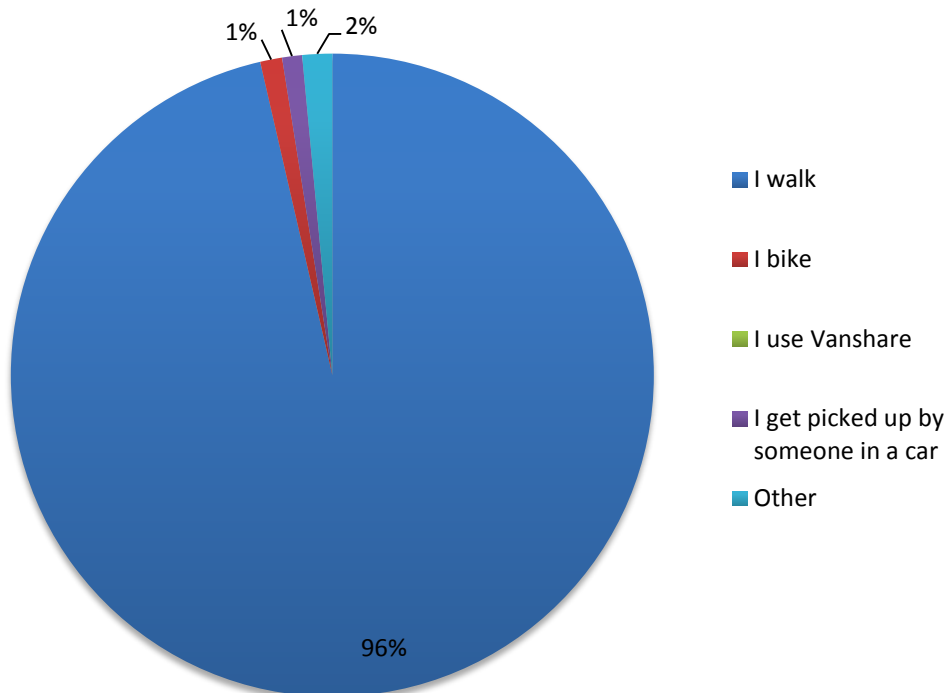
30. With the proposed changes, about how long do you expect this trip will take from the time you get on your first bus to the time you get off the last bus at your destination (including the time it takes to transfer)?
Total Respondents: 2,282



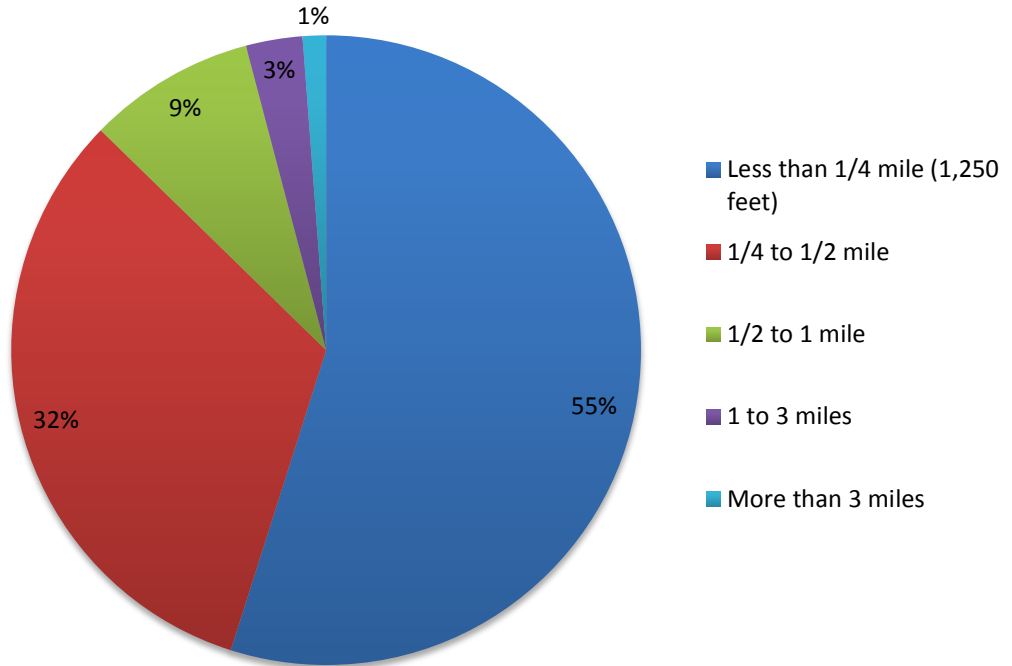
31. With the proposed changes, how many times do you expect you will need to transfer from one bus to another to complete this trip?
Total Respondents: 2,286



32. How do you get from the bus to your final destination?
Total Respondents: 2342

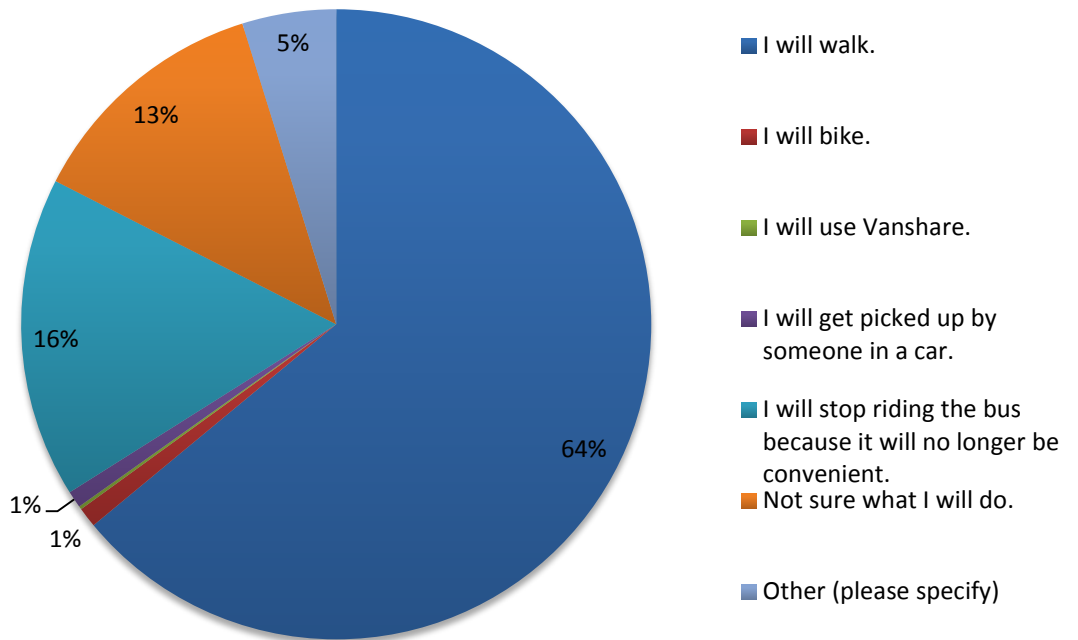


33. About how far do you travel currently from where you get off the bus to your final destination?
Total Respondents: 2,339



34. With the proposed changes, how do you expect you will get from the bus to your destination for this trip?

Total Respondents: 2,313



34. With the proposed changes, how do you expect you will get from the bus to your destination for this trip? Other (please specify):

Not sure what I will do.
I usually have to take the bus to a place where I can catch a corporate shuttle - there's no really good door-to-door solution from where I am.
The 72 is one of the most convenient and useful routes that serves downtown through Lake City. It's been wonderful on the weekend to hop on a bus that can take me all the way downtown to do shopping, especially in Chinatown. It's also great if I'm catching a flight at Seatac and can take a bus that will bring me to the Light Rail. It also goes straight to the farmer's market on Saturday in the U District. I understand using the 372 as an alternative, but honestly it's not the same. Going around campus to try to get to destinations on the Ave is inconvenient, and will take much more time. Also, having to transfer buses to get to downtown is a pain as well. As someone who doesn't drive, cutting this route will be a big impact on my life in a negative way, unfortunately. Please save the 72.
They are talking about cutting my route (30) altogether.
Have to transfer to a bus that will take me to my destination and be dropped off the same as before the proposed cuts
I am concerned with the changes as I currently take the bus early in the morning and late in the evening on the UW campus. The proposed routes are on University Way or 12th Ave NE, neither of which are safe for me to walk alone in the dark.
Given the proposed cuts to the 8, I would no longer be able to take this bus to/from my destination (usually Capitol Hill).
I have two different destinations. The changes to route 33 (and 24 and 19) will have only a small impact on me (although I worry that the 33 will become much more crowded!). The deletion of route 31 is a MAJOR PROBLEM, as commuting from Magnolia to the U District will no longer be manageable.
I use the 355 to get to the UW Tower from the Greenwood neighborhood to start my job at 6:30 a.m. The 48 does get me there in enough time. With the proposed changes, I will not be able to take the bus to work. Why not eliminate the 5X and add more trips for the 355. Maybe just route the 355 and 5 through the tunnel downtown so users can catch either one (rather than have stops on different sides of the street.) Even when I worked downtown, the 355 was usually quicker to take home along I-5.
With all of the construction in the South Lake Union area to accommodate car traffic, with many sidewalks closed, it would be difficult, hazardous and circuitous to walk from the 28 Express stop to UW Medicine South Lake Union.
I don't quite understand the changes to the 71, 72, 73 buses to the U district.
Instead of utilizing Metro as my only transit to work, I will be required to transfer to a Sound Transit bus to the Bellevue Transit Center and then transfer back to a Metro bus to make it to UWMC. This will increase my waiting time and total trip which also will cause me to be late to work. I need to be at work by 7am.
I may need to drive to a bus stop, drive to work on some days (now I drive to work 2-5 times a year), and telecommute.
Right now I walk 1/2 mile to and from a bus stop. without my bus route I will have to either drive, walk, or ride a bike to work without a bus as one will not be available anymore.
I'll have to drive a farther to get to the Sounder.

I will have to drive and park my car at a bus route that can get me to my destination. That is not cost effective.
Would either walk or wait for a transfer bus, depending on the route taken.
Metro keeps moving the stops farther and farther away from where I live and work. An example: How come the stop at 4th & S Jackson was removed? That forces us to walk 4 extra blocks to Yesler to get the RapidRide, when the bus will make the same turn as the 358 used to do, passing the same stop? These are CURRENT changes, not proposed changes because of the lack of funds.
The multiple transfers have more to do with attempts to reach my destination on time rather than with the distance. The time of day also determines whether or not I can safely walk to a bus stop, heading downtown, or how safe it is to wait at a zone downtown. heading back to West Seattle. In re the latter, it is not safe at any time of day to wait at any of the zones on 3rd Avenue.
Drive
Not sure what I will do.
Same as current; the 7 and 106 will still go to Union and Pike.
I don't own a car. I can't afford one.
Rt 76 isn't changing but Rt 71 is proposed to be cut after 7 pm and on weekends so there will be no service, This will significantly affect my mobility. I depend on transit to get around.
Not sure what I will do in some cases! Going to be harder...!
I will walk, but will have to walk several blocks further. I am 74 and have knee and hip and back problems, so I do not walk well. Currently the Route #2 bus takes me from 3rd Ave. (where my Route 522 bus drops me off) up to the corner at Virginia Mason. If you eliminate Route #2, I (and many, many others, many of them elderly and who also do not walk well) will have to walk considerably further to get to medical appointments at Virginia Mason.
drive
Amgen shuttle
A combination of walking and biking.
Route 47 will be discontinued according to the proposed changes. So, I would probably have to catch a 43 or 49 to get to work. The 47 is so dependable and usually full during commuter times. The 43 or 49 runs late or early alot. I have a coworker that works at Macy's thats disabled and lives on Route 47 close to the end of the line and really depends on that bus. She said she isn't able to walk up the hill.
I really don't know what I am going to do if this happens
I think that the 309 - the bus I most often take - will not be changed.
Will start driving to/from work.
I will drive
I will need to walk over 2 miles or take a very limited bus transfer.
My employer is not very flexible - Can't just change my start and stop times due to the bus changes - might lose job
I will stop riding the bus because it will no longer be convenient. Not sure what I will do.
I am over 70 years old may not be able to walk in the future.

<p>Because this route would be deleted, I would have to take an entirely new route, and no other bus goes from the stop I get on at to the stop I get off at</p>
<p>The 113 might go away and most of White Center buses have already gone away. The Rapid Ride doesn't work for White Center and if the 113 goes then I will have no choice other than driving. The 120 takes too long and isn't safe. The 21, 22 and 125 don't come to white center anymore. Not a lot I can do.</p>
<p>It is a safety issue for me.</p>
<p>I won't be riding the bus</p>
<p>There will not be a bus downtown to get me to the Burien Transit Center when I get off work at midnight with the new changes, I am unsure what to do</p>
<p>I will no longer have a bus route home, so I will have to stop riding the bus. I won't be able to get home in time to pick up my son from elementary school now.</p>
<p>If i have to transfer downtown to 43 then I can no longer use it. it will take too long on 43 and will require long walks between the tunnel and 43.</p>
<p>Drive the entire way to work</p>
<p>Convenient is a poor choice of words. Depending on the proposed cuts in relation to the ferry schedule a bus trip may no longer be possible. I would probably end up having to take the Vashon express ferry to get to downtown Seattle.</p>
<p>I will bike</p>
<p>I will have driven my car.</p>
<p>with all my work, I almost need my own admin to plan what I perceive an interesting start, every morning... 'cause looks like I'm gonna have to get creative about public transit access.</p>
<p>The issue for me and MANY OTHER ELDERLY BUS RIDERS, in Horizon House on First Hill, as well as MANY OTHER ELDERLY AND DISABLE BUS RIDERS who ride the bus #2 from Seneca Street on First Hill to the downtown core is NOT OUR CONVENIENCE!!! The different for me - AND ALL MY NEIGHBORS, AND A HIGH PERCENTAGE OF RESIDENTS IN THE SENECA RESIDENTIAL CORRIDOR -- in having to walk (I am 95-1/2 and still ride the bus) 1/2 block to the #2 on Seneca and to the proposed route change for the #2 to Madison is ACCESS. CHANGING THE #2 FROM SENECA TO MADISON, ALONG WITH A REQUIRED TRANSFER AT 3RD AVENUE TO GET TO THE DOWNTOWN CORE IS THE ACCESSIBILITY ISSUE FOR ME AND MANY OTHERS -- WE WILL NOT BE ABLE TO RIDE THE BUS ANY LONGER AT ALL. It is offensive for Metro planners to characterize this as a "convenience" issue for elderly and disabled riders -- when the issue is access or NO Access.</p>
<p>Depending on time of day I may not take the bus due to decrease night trips.</p>
<p>I will have to walk further to Virginia Mason if Route 2 is rerouted to Madison, but I am particularly worried about the patients that take the 2. It is more of a concern that potentially ill patients will have to walk further.</p>
<p>I am not sure what route I will use, but from the looks of it I will have to walk from Sand Point Way N to Wallingford N and will need to transfer to get that close to my house. Again, I am 60, this is too far to carry groceries.</p>
<p>I will have to lift my bike onto the bus racks twice when going to my destination instead of once. This is physically challenging for me. Metro, face the facts, those plastic bike racks that you used to replace the metal ones are NOT senior friendly.</p>
<p>i will have to continue to drive my car</p>
<p>My buses 26, 28 are proposed to be cut. So most of these questions are irrelevant to me!</p>

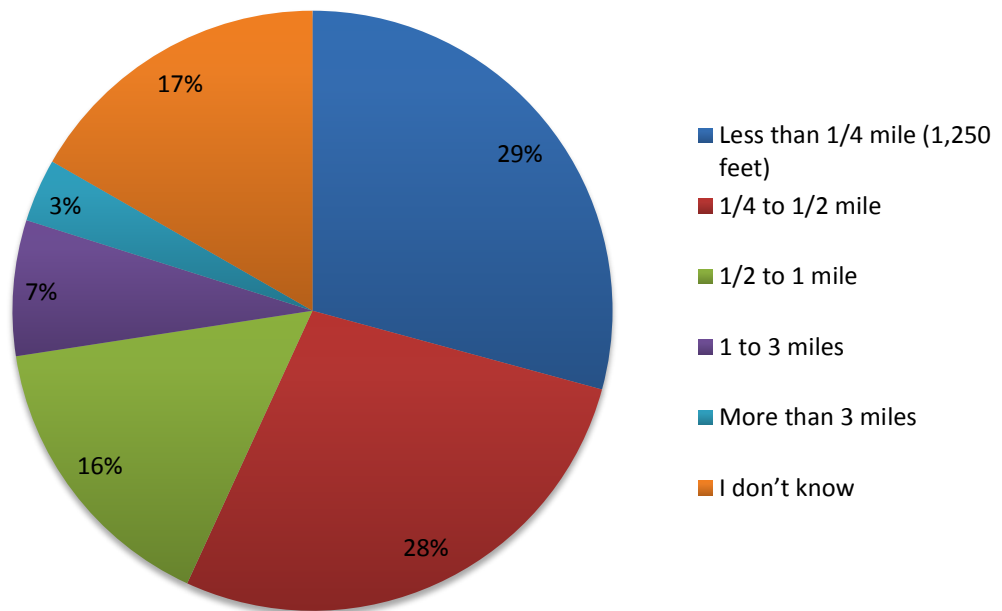
<p>We'd like route 2 to continue to change to route 13 to ensure the safety of the large group of kids riding the routes. If my middle school child has to transfer downtown we will no longer feel comfortable having him ride the bus home from school.</p>
<p>I am concerned about safety since there is crime</p>
<p>I'm going to walk to residential bus, go to highway, take rapid ride A, take Link, and vice versa coming back, or walk to residential bus, take bus to Kent take Sounder in.</p>
<p>Changes to my routine depend on which 56 run is eliminated. If I can't get to work on time or I have to get up even more ridiculously early than I already do I will drive to work. Right now I leave my house at 6 AM and get home about 8:30 PM. This doesn't leave much time for sleep before I have to get up and do it over again. If service is more spread out and cuts even deeper into my sleep time as a result, I will have to drive, even though I'd much rather take the bus. I can't safely care for patients if I haven't slept.</p>
<p>The problem is the loss of late-night service, not the distance to or from the bus.</p>
<p>My primary routes are being eliminated so it's likely I won't be using transit.</p>
<p>Will not be able to use the bus. It will be over three miles from my starting point and over three miles from my destination. Both of the East Hill Kent routes (158 and 161) are planned to be eliminated, and both routes to Issaquah (217 and 271) will no longer work (217 will be eliminated, and 271 will no longer go past Eastgate P&R).</p>
<p>There would not be an alternative!</p>
<p>I don't have a clue what I will do because no one is communicating our options.</p>
<p>I will walk and bike, or stop riding the 71-73. Depends on the schedule</p>
<p>Walk, bike, use VanShare (I have been trying to do this for some time and all routes are full., stop riding the bus. Not sure.</p>
<p>If I am able to take the train I might transfer to a bus downtown. But the train might not be a viable option to replace the bus because of parking.</p>
<p>I live on Vashon Island. My route is: walk from home 1/4 mile to bus bus to ferry ferry to bus bus to bus walk from bus to work This take about 2 hours at present, so I have to leave my house very early to get to work at a reasonable time. If the proposed changes occur (reduce early bus times and late bus times), I will be unable to use the bus to get to the ferry and will have to drive to the ferry instead.</p>
<p>The bus would be eliminated and I would have to drive to work everyday.</p>
<p>I may need to move or quit my job</p>
<p>I will bike. I will be picked up by someone in a car.</p>
<p>I drive from home to a location near the bus stop.</p>
<p>May drive to park and ride, depends on how often bus will come to my area. However, if I start to drive, I usually skip the park and ride and just drive downtown since it is faster than the bus</p>
<p>I will stop using the bus all together. I'd rather bike to my location. I might get there faster.</p>
<p>I am facing new medical issues & will not be able to walk the additional distance to another route if my route is cancelled therefore I will need to quit my job & look for a job I can drive to.</p>
<p>On the days that I ride my bike I do not transfer, but take the bus for 40min and ride my bike the remaining 30 min to Bellevue College</p>

I don't know how I will get to my destination if this route is no longer offered. I may have to drive to school, which would cost a lot of money, cause more pollution, and increase congestion on the already very congested streets.
I park at a park and ride
With proposed changes, my route is eliminated, and there are no workable alternatives. I'll just ride my bike the whole way, despite fatigue, darkness, cold, rain, wind - more likely to have an accident. Not looking forward to this during the dark times of the year.
Use my car
wheelchair
With the changes, I don't feel safe walking from the new bus stop onto the Bellevue College college campus which is about a 15 minute walk in the dark and through unlighted areas surrounded by trees, some areas with no other buildings or people nearby to ask for help.
It means that I will have to wait longer for a bus
Unable to figure out what bus (if any) will get me from Maple Leaf to U Village
My route in Redmond is cancelled. Not sure how i will commute to work.
physically unable to walk from Northgate Terminal to Northgate Shopping Center
I expect to walk AND bike depending on my transport choice.
combo - some driving, some biking, some alt routes, fewer trips per month
Ill drive
There won't be a bus to take to get home
monorail
NO buses will come to Willows Rd
If there is no route down East Marginal Way or 1st Ave, I will have to drive to/from work - very frustrating! A bus on 4th Ave is just too far away.
The service cut would cause me to walk about a mile up hill at night. I am most concerned about working late in winter or going out at night.
take my car
Washington State ferries
Both routes have been deleted, my trip is no longer possible
I work early mornings and this bus is the only one in my neighborhood that goes downtown as well as runs as early as I need to be there. I expect that I will no longer be able to work my job. The number 8 bus is the only other option which you are also making changes to. One of the reasons I bought the house I live in is because of the convenience to a bus stop that travels directly to the downtown core. The 8 bus would not get me to the number 3 bus in time to make a transfer and get to my job on time.
The bus drops me off at the pickup point that takes me across 520. There is no parking in this area of Greenwood. If the 28 route and my stop goes away, I will no longer take the bus and will add another driver to the horrific morning commute.
All of the buses that I take are on the reduce or delete list. I can't tell whether or I will be stuck far from home.
Will not be able to take the bus
there won't be a bus at some of the times I want to travel. I will have to leave earlier or ride my bike or take a taxi.
It will not be possible to get to my final destination!!! This is a problem. There will be no bus for me to catch to get me to Seattle for me to catch the bus to Tacoma.

I may stop riding if I have to walk from 65 route in the dark to building where I work - not safe. i would rather pay to park.
I will start diving and clogg up 1-5
Drive to parking garage at Freight house
The buses I use will NOT run anymore, to or from work! you don't have that choice on any of these questions, I most likely will be driving! which I HATE to do.
I will walk as long as I am healthy
I will not go to school.
I will not be able to take the bus
driving is not even an option and how far I can walk is limited for medical reasons
I will drive.
Bus service in my neighborhood will completely cease to exist under your proposals.
I will end up driving if the 113 goes away.
111- I will drive home, 114- I will walk

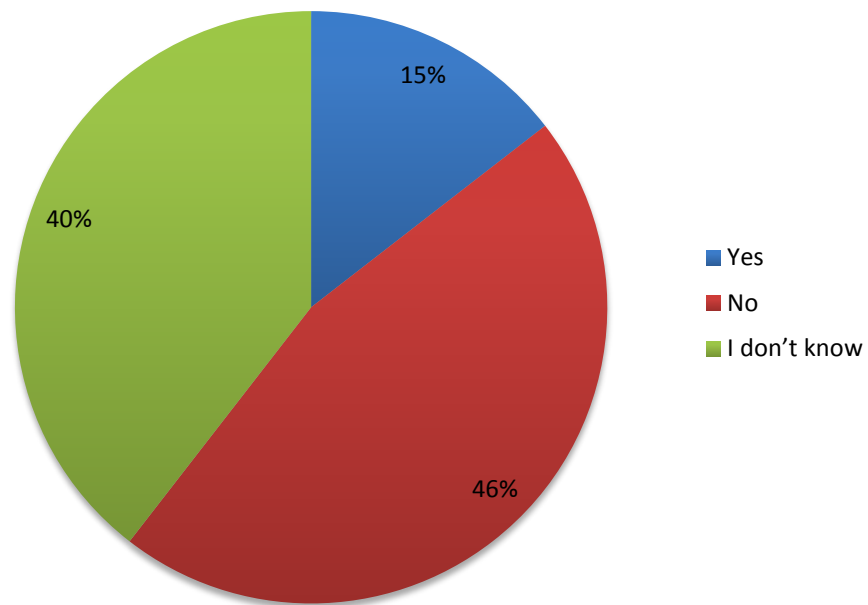
35. With the proposed changes, about how far do you expect to have to travel from where you get off the bus to your final destination?

Total Respondents: 2,318



36. For each route being proposed for deletion, reduction, or revision, we have identified “rider options” or alternatives you might be able to use. Do you believe one of these options will work for you?

Total Respondents: 2,298



36. Answer: Yes – Why?

It's similar to my current route, but not ideal. The bus does not go deep into Pioneer Square - the 99 bus is the only bus that goes along the waterfront from belltown to pioneer square
Don't need options.
one transfer and takes longer to get to work
Yes, but my commute time would be significantly increased from what it is now. Being a working parent of a toddler in daycare, this causes significant stress in my time with my child and in trying to get her to and from daycare in a timely manner, as well as getting to work.
They will work, theoretically, but the wait time would be very inconvenient. The proposed option for the 167 route is to take the 111 and transfer to one of the routes going up to the U district - this would probably more than double my trip time. I would probably end up using soundtransit 560 and 556, or metro 271, and still the trip would be longer.
As long as you preserve the 372 route along Lake City Way I will be fine.

<p>Taking multiple buses through downtown and back to Queen Anne is in many cases faster than commuting on the 30 - now the only direct route between Queen Anne and the U District. Due to routing, the 30 is almost always late during rush hour, adding to its slowness.</p>
<p>There aren't any deletions, just reductions, so I can take the same routes.</p>
<p>For transit between downtown and the University, there are still multiple options, but they are already quite crowded, and I imagine they will become much more crowded until light rail opens in several years. For getting from the University to other frequent destinations, such as Fremont, Ballard, or Northgate, the buses I currently take look like they are all being cut. It wasn't clear from the proposed changes how I would continue to get to those places.</p>
<p>Although the alternative (riding Rt 48) will get me to/from my destination, it will take considerably longer, especially at peak travel times. This will reduce my overall productivity, negatively impacting my day-to-day life.</p>
<p>I most often ride the 76 route which will not be changed, but the route change of the 71 will significantly impact my commute home, as the 76 stops running at 6:30pm and I often work past that time and take the 71. In addition I worry that this will increase the burden of the 65 route, that there won't be enough buses running and/or not enough room on the bus. If the 65 does not run past 11 pm there would be no way to get to my house after that time.</p>
<p>While the alternate route (taking the 203 or 204 to downtown Mercer Island, then catching a 550 or 554, then catching a 71, 72, or 73) will get me to the University of Washington, it adds about 20 minutes to my commuting time each way. Additionally, because I do not have to transfer on the 205, I am able to read and study on my way to and from the University.</p>
<p>I'll have to make it work.</p>
<p>There's lots of car pools to Microsoft.</p>
<p>I already bike but its nice to have the bus for when it is cold or late at night</p>
<p>I do believe that the revised route 73 will work for me. However, it is difficult to tell what difference it will make in terms of commuting time based only on the revised map. Also, I am concerned that the bus may be fuller during peak UW hours (as buses are already full at those times now, even with multiple routes).</p>
<p>cause one of routes will still come near my street/neighborhood</p>
<p>Yes, but will lesser frequency.</p>
<p>I am really going to miss the late night option though. This will result in me taking more cabs on weekends to get home.</p>
<p>The 32, which I often take, will not be cut, however, it will be on a reduced schedule. Until I learn what that schedule will be, I don't know if I will be able to take later classes, if I will be able get home at certain times or leave for school. I'm lucky though because I can be flexible- for a lot of people this is not the case.</p>
<p>Staying with the 355 would be unreasonable as it no longer would travel near enough to the University of Washington. I could use the 5 and 48, but the trip would be much longer without an express route available.</p>
<p>It will work, but it will not be as convenient and I may not use the bus as often.</p>
<p>Yes, but it will be slower</p>
<p>I'll adapt but it will be harder and I'm more likely to miss buses and walk farther in the dark in the winter.</p>

<p>If the new route includes the S. 320th street park and ride in addition to the main Federal Way Park and ride this will work. The current Federal Way Park and Ride is often near full before 7 am, so I don't use it. I also don't like long lines to board.</p>
<p>I would just take a more crowded bus and have to transfer instead of currently taking one bus.</p>
<p>355 will work, would work better if a stop was added on Greenwood between 145th St. and 160th St. 5 will work, but is very slow from my point of origin.</p>
<p>If my preferred trip is cancelled, then I'll move to a different time. This is assuming that the only change to route 197 is cancelling a couple of trips. The bus will be more crowded and I'll have to wait longer.</p>
<p>The route is still being service, but not as frequently.</p>
<p>But it will increase my total ride time by about 15-20mins. I can drive to my destination in 45-60mins, why would I take the bus if it will take me more than 90mins. Coming home it already takes me more than 2hrs (sometimes 150mins). That's like going to Portland.</p>
<p>I will still be able to get to work on public transit, but it will significantly increase the length of my commute and will be much less convenient. Would seriously consider other options, such as carpooling or driving.</p>
<p>yes, you can cut route 68 and combine it with the 73 on Roosevelt. This route is prime for UW rush hour (early AM and last afternoon, but it's not needed so much during weekends and evenings.</p>
<p>The options will work. The issues comes with the amount of time it will take start to finish and the number of transfers. Most of the recommended alternatives for the routes that I use require an additional transfer mid route and/or require a change in the pick up/drop off locations.</p>
<p>minimal changes in my routes thankfully</p>
<p>They will work if there is no other option, but it is much less convenient and requires a great deal more walking which is not ideal in seattle rain.</p>
<p>I can walk further, though it is inconvenient in terms of the time and my current schedule.</p>
<p>I will just have to leave earlier for work.</p>
<p>I will be able to take a 554 instead, it will get me a little bit closer, but then I will have to transfer rather than one bus</p>
<p>The revision of the 50 would run down 35th would eventually take me to my destination. However, because there would be an extra transfer, the extra time to get off the bus, wait for the connection to arrive, and get on the bus, would be more than what I am doing now.</p>
<p>I can drive the 5 blocks from my home to 15th Avenue to catch the #10 bus and park on the street near Volunteer Park rather than walk the block from my home to the current #12 stop I use at 19th and Highland. It is not as convenient and requires using my car (I am partially disabled currently).</p>
<p>106 looks like it covers half of the old 8 route.</p>
<p>They'll work, but involve a lot more commute time to/from the stop.</p>
<p>It is at least 10 minutes per trip slower, but I can take the 554. Finding a seat on the return trip is difficult though, because that bus is often standing room only until it clears the Eastgate flyer stop. Lots of people crowd from downtown to there, and vice versa.</p>
<p>The commute will be longer. It is frustrating that I live 7 miles from downtown but taking the 132 takes over an hour.</p>
<p>I'm able to walk to Route 43 or 49. Route 10 or 11 would be too far to walk to.</p>

<p>Same route, just don't know how crowded the buses will be, or how often they will run. Right now I usually ride the 577 which is filled to capacity mornings and evenings, or 179 if comes by first. I would like to use the 190 to Star Lake if it ran more often!</p>
<p>I can still use the c-line with my son, however, our return trip home will include a sizable hill for him to climb as part of the half-mile walk from the bus stop at 35th SW and SW Avalon.</p>
<p>Technically yes - my same general route will be available via other buses.</p>
<p>I can take the 40, but it is slower and comes far less frequently. I ride the bus because I can rely on one coming within 10-15 minutes without having to plan my trip.</p>
<p>I can take the 168 to the Sounder Train at Kent Station and reverse at night....the commute time at night will be a bit more, due to having to take the 168, rather than the 159 from the station to my home....and the 168 is already a hellish nightmare to take.....I can't imagine how it will be if the 159 and 158 are actually cut. Others will not even have this option and I don't know what they will do if they don't have transportation to a park and ride lot.</p>
<p>Of course it will "work." The problem is that it will add a minimum of an hour a day that I am away from home, in transit.</p>
<p>Because I will still make it to my destination. But I will have to get a different route, wait longer, make a extra transfer, and walk farther to my bus stop.</p>
<p>My route won't really be changing.</p>
<p>I can take the 48 but I will have a longer walk, which it not desirable because weather in Seattle is awful most of the time.</p>
<p>Will use 255. It will be less convenient because I will have to arrange a drop off (I walk to a bus stop now)</p>
<p>I would have to take the 150 instead of the 161. The 161 is the best route. It gets on the freeway in Tukwila and gets off at the Seneca exit.</p>
<p>Today I can choose between the 212 and 217. With the proposed changes, I will be limited to the 212.</p>
<p>There are alternatives, but they will take longer.</p>
<p>I can take an alternate route, but it will result in a longer distance to the initial bus stop as well as a longer overall return trip</p>
<p>But inconvenient and a definite reduction in services</p>
<p>I still can take same bus. However the last stop for revised Route 177 in downtown Seattle will be really far away from my work place (Metro Park building, 1730 Minor Ave.).</p>
<p>It will work, but it will be more inconvenient. I will have to travel by bus for an hour to get to Eastgate from UW, then walk to the freeway, wait 15-30 minutes for the 554 then ride that for another 15 minutes to issaquah park and ride.</p>
<p>But totally less convenient, more transfers involved, traveling further distance from home and wasting more time commuting.</p>
<p>I don't use these routes</p>
<p>If there is a reduction in service for this route, I worry that it will eliminate the later rides, which are the ones I take. If I can't catch this bus, I would have to either change my schedule, or take the C Line, which is a mile walk from my home.</p>
<p>The alternate routes bring me close to my destination but not as close as the routes to be terminated.</p>

It will work, but be much less convenient and more time consuming - involving transfer where now I have none.
Changes don't directly impact the part of the route I ride on.
I ride a major east/west route that should always have at least some service. However, there's no public transit close enough to walk to from/to my home.
Yes, but the wait time for a bus will be longer, more passengers will be waiting, thus longer lines, and more buses driving by already full (that don't even stop)
But I liked having choices. Especially in the winter where I could get a bus closer to my house and walk less in the dark, rain, ice.
It will work, but my commute time will be much longer. On bad weather days I am not willing to walk 1 mile in the rain to the bus stop so will drive my car to a transit center to catch a different bus.
Service on the 50 is set to double in frequency on Sundays, which is advantageous for this trip. The disadvantage is that if I'm running late to catch the 50, I won't have the alternative option of taking Central Link to the 21.
I don't usually take the bus late at night, but I know plenty of people do, and I think that cutting service from Capitol Hill to the U District late at night is short sighted, particularly on the weekends when there are large crowds of people who come to Capitol Hill bars and restaurants from the U District.
I'll get there "eventually" - service is already minimal to/from & around Issaquah. Proposed cuts mean even fewer options to vary my commute by first stopping off at other areas in town before arriving at my usual final destination.
I will still have route options, but I will have to drive or bike to get to those other options, which may require the purchase of an additional car for my family. The 308 is the only route that serves my neighborhood and the only, or one of the only, routes serving Lake Forest Park residential neighborhoods (ie, off of Ballinger/104).
I will now be driving 30 miles a day to make my commute work instead of driving 0 miles.
Shorten the route 106 to begin and end at Royal Broughm station and replace routes 37 and 57 with small shuttle buses
Longer waits, crowded buses and transfer times off
However, the bus will be more crowded and take longer to get to my destination as it will make more stops along I-5 to pick up more riders.
Revised routing on another bus would cover route I currently use. However will be less frequent and not available later at night.
The 216 has the same departure and arrival stops I need to get to work.
There are other routes, but they increase my walking distance and travel time, making a reasonable commute a frustrating one.
My route will not change.
They are options that will work but they will greatly increase my total commute time.
It looks like route 107 will replace the 60 that I currently ride

<p>It looks like I will walk further to get from bus stop to home on my return trip under the new proposal. I will most likely be not-too-dramatically impacted -- EXCEPT I'm guessing buses will be much more crowded.</p>
<p>I might change my errands at evenings.</p>
<p>Route 71 does not need to go down 55th avenue - I will walk 1 block to get it on 65th street instead. The bus slows to 10 mph on 55th ave and will be quicker by skipping this residential street.</p>
<p>But I have less options and probably more waiting time.</p>
<p>I will still have access to transit, but it will extend my commute by 20+ minutes per day and will require me to switch buses.</p>
<p>It will work but it is not preferred. The alternative is to take the 550 downtown. Then either walk 6 blocks up hill (weather permitted) or take the #2. The wait time for the #2 can be 30 minutes as the 550 and 2 are not coordinated. The other alternative is the use the street car...however this option is completed yet and I do not know how the commute time will differ than walking from University & 3rd.</p>
<p>I will have to take the 355, which will take longer.</p>
<p>I can walk farther to alternative</p>
<p>I will be able to access the local version of the express route that will be cut, but the route is already incredibly busy and will only get more crowded and less accessible if the express is cut.</p>
<p>I can still get to my destination but it will increase my commute time significantly.</p>
<p>It will work but be more inconvenient to have to take 3 buses instead of 2. This is because the 71 will not be running through Wedgwood.</p>
<p>I can take the 245 to the 255, meaning that I will have to transfer. This could add 15 min more to my 25 min trip. And I'd have to stand more often on the 255 and all the time on ST545.</p>
<p>but with the extra time it will take, I may opt to drive instead.</p>
<p>I'll make do, but it will be slower, and certainly more crowded, as this is already a crowded route without detouring to the Ave.</p>
<p>It does go where I need to go, but trip time will be much longer.</p>
<p>If I want to take transfers or walk around at night in the dark or sit in the cold for an hour, yes it can work.</p>
<p>Rapid ride and transfer to 5 downtown or 44 in Ballard, not sure if they will be running early enough on weekends for me to get to work</p>
<p>It looks like the only change would be that there is not a bus that goes from Northgate through the UW campus itself anymore, so I'd have to get off at 45th or 42nd and Roosevelt and walk from there.</p>
<p>372 will still serve 25th Ave, but I'm afraid the buses will be late and full before reaching the UW campus, as they often are now with 68 also serving 25th. Most of the congestion is caused by students boarding at the last 3-4 stops, especially around 8:15, 9:15, and 10:15am -- perhaps adding a shuttle that would get through campus by 20-25 minutes after these hours would help. Maybe students can learn to walk or leave earlier rather than rely on a bus that could be late or full, but there are also many senior citizens who use this stretch of 25th, and it's more of a burden on them to wait another half hour outside.</p>
<p>I can walk a bit further on days that I'd normally catch the 72 and take the 372</p>

<p>it will mean much more walking between my home and the bus stop because route 57, which goes past my house will be cut. This is ok for a fit person like me, but not for my elderly neighbors.</p>
<p>But it will not be nearly as convenient reducing the amount of times I will actually make the effort to take the bus.</p>
<p>I can drive to the Park & Ride, but there will no longer be a bus that comes near to my home.</p>
<p>The option to take 124 with another transfer downtown will most likely be my best route.</p>
<p>However, they will be much less convenient and require much longer walks and time spent waiting between buses.</p>
<p>I can still walk to Third Ave, but that is hard with heavy things.</p>
<p>But might be less convenient time-wise.</p>
<p>It will start from the FW P&R, but will make more stops into Seattle, this will add time to my daily commute.</p>
<p>Less convenient and more commuter time but I can work around the changes</p>
<p>It would work but it will take me longer on the bus. After having to be at work for 9+ hours of my day, I want to get home as soon as possible and that will not happen if my bus route changes. The regular 48 is always packed at 5 pm so I probably would have to wait for the next bus.</p>
<p>It will have to work because I will have no other choice. I do not own a car so I will have to walk from 5th Ave to Roosevelt, up and down a considerable hill, and then wait for a transfer.</p>
<p>but new option will be more crowded and take longer; will need to get to park&ride earlier</p>
<p>They will work for me, but the amount of time and the time of travel options will be reduced. Since I use the bus to do volunteer activities, I have flexibility. Others will be impacted more than myself. Also, other trips I make occasionally by bus, e.g., to the airport, will no longer be an option.</p>
<p>But it creates the need for me to have to get to the park an ride to catch a bus, rather than walk to my current bus stop. The park and ride is too far rom my home to walk, so I will either have to get dropped off or drive myself. I am worried if I have to drive, I may not always find a place to park, as the park and ride near me is already over crowded.</p>
<p>It might work as long as I don't have to run and just miss the tranfer that I need. It might work as long as your metro drivers don't leave the transit time points early like some of the drivers have don't in the pass!</p>
<p>The problem with deleting rte 99 is the walk uphill from waterfront to 3rd or 1st avenue. I walk a lot, so I can do it despite my age, but I'm concerned that others cannot.</p>
<p>It is not that there wont be a bus for me to ride, but I am afraid the bus will be so full that it will always be running late and I may not be able to get on the bus I need to.</p>
<p>My route isn't really changing.</p>
<p>the problem here is reduced routes will mean more people on the bus. the 143 is regularly late on all of the times it departs seattle and while I don't often ride the last two of those routes the ones I do are regularly standing room only out of town and uncomfortable and cramped.</p>

36. Answer: No – Why?

travel time will significantly increaseconvenience will significantly decrease
The 27 takes me up a huge hill. All of the trip planner suggested routes involve walking up that. Once I have to walk/bike up that, the rest of the trip is easy enough. Biking is as fast as the bus anyway.
I'm most concerned about eliminating the 72. Going south, the 372 is very slow getting to the Ave, because it needs to go through the entire UW Seattle campus. The 72 gets there much more quickly. Going north, I will take the 72 to get to Lake City and 125th and transfer to either the 372 or 522. It's really nice to have the backup option of taking the 522 if I miss the 372.
They are unreasonable and very inconvenient.
i take the 4 to downtown and transfer to the 26/28/40 to get to a clinic appointment in fremont. if the 4 were eliminated the next closest stop is too far. the stop for the number 8 looks close on a map, but on the ground it's actually farther than it seems, with a difficult crossing on a busy MLK. Yes there is a flashing crosswalk sign, but in reality no one stops when then see me.
Not convenient.
The inability to predict efficient transfers between bus routes, the added time of the transfer and poor bus routes will make the commute too long compared to driving.
No. The 72 is the most direct route from the university doistrict to lake city. As is it takes an hour and 15 minutes to get to work. Eliminating this route will add 20 minutes to my commute. Morning congestion on the 75 (which is ALWAYS packed around 930 am) takes almost an hour to get to 125th and lake city way. The 65 doesn't run as consistently as is needed and the timing from the 49 is off enough that it makes the transfer time to long, I end up being late for work.
You keep reducing and deleting routes from my neighborhood, I'm not going to support Metro with the rider fees. Its more time efficient for me to skip Metro all together and use Car2Go or similar.
The new route 106 stops at 3rd and Yesler. I need to get to and from 3rd and Virginia. With the route changes, I'll have to walk or take another bus down the downtown corridor to get to my bus stop.
The route is already way overcrowded - everyday the 28 is standing room only and now you are purposing removing a whole bunch of buses and consolidating them into the 28x route . What a stupid fucking idea!

<p>The current proposal is to switch from the 308 to the 331. The 331 however does not run early enough to make a transfer to the 312 at Bothell way to catch a bus I would need to get to work on time.</p>
<p>I have never heard about any other option for my living area. Route 36 and 106 are the closest bus stop from my house. If you have any suggestion to help me reduce longer waiting time, please show me. I don't want to pay more than what I pay for the bus fare now. Thanks</p>
<p>Walking uphill/downhill and transferring</p>
<p>Because it is less convenient. The buses are also already over-crowded and I don't wish to stand pressed against other people like cattle going to and from work.</p>
<p>I'm not going to drive to Houghton Park and ride to take another bus that travels less than a mile. I may drive to South Kirkland Park and Ride, but that is a much longer drive. I may have to move.</p>
<p>I will not be able to travel at night. The 71 will stop at 7pm and will not travel on weekends, and the 65 will only travel until 11pm. I will have to transfer if I am going from downtown. I will not be able to do my volunteer work as often.</p>
<p>Bus 25 is proposed for deletion. Although many bus 25 riders can take the 70, I don't believe that this will work well with the multitude of other changes occurring concurrently in Eastlake. Presently, prior to any bus changes, the 70 bus is very, very crowded during rush hour. During the summers, when there seem to be more (Amazon?) interns heading into downtown, the 70 bus passes me up most mornings when I need to go to work because it is overcrowded. During my commute home, I can usually get on the 70 bus, but it is typically very, very full. For these reasons, I prefer to take the 25 bus, because although it comes rather infrequently (only 1x per hour), it is typically reliable and has room for its passengers. I also sometimes take the 66x for the same reason, even though both the 25 bus and 66 bus are farther from my home than the 70 bus. My concern is that many routes' alternative routes suggest that passengers use the 70, which is already an overcrowded rush hour route. I've noticed that both the 25 and 66 are proposed for deletion; this will force many more riders onto the 70 and I frankly don't think that it can handle that many more riders during rush hour, particularly in the summers. I also noticed that one of the downtown Seattle to the U District routes is going to be deleted (71? 72? 73? I cannot recall which). This also worries me because those routes are also quite crowded already, and frequently pass me up because they are overcrowded. So how these routes will work with one less express U District to Downtown route, I don't understand. Please reconsider shifting most of Eastlake's routes to the 70. Although it might look like a viable option on paper, I can tell you as an Eastlake rider, that I am very concerned that it won't work. We need options such as the 25 and 66. Or double-long 70 buses for all trips (instead of the normal sized buses).</p>
<p>The bus is already not the best option, but I ride it because I literally cannot afford parking at both UW and Seattle U. I would like to ride the bus more for other activities not related to work or school, but I find that getting around town and finding the routes that I need very difficult. Rather than cutting service, it would be great to streamline the routes to be more like a subway system.</p>
<p>Total commute time is going to be way too long, > 1.5 hr.</p>
<p>Commute time will be at least 1.5 hr. 1-way which results in 3 hrs. commute total.</p>

<p>taking a 560/566 then a 271 is out of the question. Both buses are already filled to max everyday during rush hour. If riders of the 167 bus are forced to take these buses, everyone will be affected. No one will get to work on time and others will have to change their schedules just to make community work.</p>
<p>I no longer have an option to ride the bus to the ferry, which is a safety concern late at night when I need to ride the bus there or from the ferry and I don't want to go into the tunnels.</p>
<p>You are taking away the options by deleting the 30--since the 74 has a limited schedule so the times that are not the peak commute do not have another option.</p>
<p>Having the alternative bus visit LWIT every hour is far too infrequent and does not run past the area that I am living in. Even if I did use this bus, it would take far too long to get to class. If I miss the bus once, then instead of being 30 minutes late to my class, I become another hour late; this is unacceptable. Conversely, the same would happen if I wanted to get to work (even though this new proposed bus route does NOT reach my work, so I would have to discontinue using the service completely anyway)</p>
<p>The bus that I take is being cancelled and when I work late at night it is the only one that enables me to get dropped off close to home without walking 1 mile+ and going through alleys. Without this bus I will spend time walking alone at night.</p>
<p>The 21 is often full.</p>
<p>Busses are already overcrowded during these hours and ive been late to work several times because there was no more space on the bus.</p>
<p>Part of the cuts to the 44 include eliminating all stops after 1am. It doesn't look like there is a viable option for me to get home without that option after I have finished work on campus (which occasionally extends late).</p>
<p>My trip is as simple as getting to the downtown core then to the University.</p>
<p>waiting at the transfer station southbound near mount baker is a desolate place. I feel uncomfortable with the long waits there and will find alternates to mass transit rather than spend up to 1 hour waiting.</p>
<p>I have alternate means to get to work. I choose to ride the bus because I believe in public transportation. Having the "option" to add a transfer to my daily commute, which currently works just fine, will definitely impact if I continue to choose to ride the bus. Furthermore, decreasing the frequency of when the bus arrives/departs will absolutely change my riding options.</p>
<p>Route 250, which provides direct access from 24th ST to downtown, will be eliminated. The proposed alternative of using 249 does not work as it's up for MAJOR reductions and would also backtrack me (opposite direction) for connections to the already overcrowded Overlake Transit Center. The buses from OTC are typically standing-room only when boarding there. This alternative would take double the time, not allow me to work or relax on my commute, and be uncomfortable. I would rather pay more for parking and tolls by driving every day than go with this option.</p>
<p>In inclement weather, the extra length I will have to travel will become onerous. I am middle-aged and walking up hills will become more difficult. I cannot imagine walking the extra mile up and down hills to reach the 73 or some other route on 15th Ave. NE. There is also a bus on 25th NE, but it would let me off far from my UW location.</p>

<p>They will all involve making transfers of unpredictable lengths and involve another route (245) that is also slated for service reductions. All other options will require walking substantially longer distances from home, plus 1 transfer, and lengthen an already long commute, or require driving. If I'm already in the car I might as well just continue to work.</p>
<p>The "rider options" offer wither a walk of ~ 1 mile which will not be doable in inclement weather with the attire I wear for work. Or backtracking on the only bus left in our area to a stop to transfer. This will at least double my commute time, if not more.</p>
<p>My route is not being deleted but rather is being made more crowded with more stops.</p>
<p>I have variable shift work at the UWMC. I use different buses at different times, late nights, early mornings and weekends. If you get rid of 68,67, and change 73 and 373 I will no options to get to work; I therefore will have to walk farther and take longer to get the work by riding the 75 which double my commute time and longer wait time for the bus to come. Also the bus will be MORE crowded.</p>
<p>The alternative is not an solution to the 2 afternoon routes being "reduced". The alternative is for commuters going to and from Twin Lakes and Federal Way Transit Center.</p>
<p>They are add too much time onto my already tight schedule.</p>
<p>I currently have to walk 1 block to catch the 67. It drops me off on campus. I walk the equivalent of 1 block to get to my class. If I need to attend a medical at the clinic on campus, I also can get off very close to that destination. The 73 is quite a hike for me both to get on it and to get to my destination. It currently cannot walk that far due to a chronic foot condition. I would have to take the 66 and transfer to the 48. The 48 is usually jam-packed and I have to stand, which is difficult with my foot condition.</p>
<p>I'm pregnant, and walking over half a mile on each side to the bus stop is just too much. I also suffer from a bad foot - I had a lisfranc fracture that I have recovered from, but I still experience a lot of pain and arthritis in my food.</p>
<p>There are simply too few time options. The buses won't be able to carry everyone during peak hours. By deleting 3 routes and forcing them into one it is just unreasonable.</p>
<p>Cutting off 65 and 71 service BOTH early means I can't get home from my restaurant job at night.</p>
<p>I have a very odd, very time sensitive schedule that barely works with current bus schedules being the way they are with multiple options. Taking these away is an inconvenience and will not work for my schedule.</p>
<p>I need to get home after 7:00 PM and 241 is the bus that does this for me. I don't have another option to get to my house this late.</p>
<p>There is no other better alternative than the bus route there is now.</p>
<p>These "rider options" will take on the burden of the cancelled transit routes, and become crowded and delayed.</p>
<p>All other options are not convenient enough.</p>
<p>The new 'consolidated' stop is too far away from my house.</p>
<p>I don't have a bike, and I cannot do ride-sharing or Zipcar type services.</p>
<p>Having to change buses will take too long, particularly if the 12 runs infrequently.</p>

<p>The suggested route to take would be the revised route 16. If I'm traveling from Fremont and I want to reach UW and I'm taking the suggested route, this means I'll need to walk along 45th or take another bus which will take approximately another 10-20 minutes just to reach UW. Taking route 31 and 32 is SUPER convenient in that I can walk to my stop in about 5 minutes, wait no longer than 10-15 min for the next bus, and travel for less than 15 minutes to arrive directly in front of the Computer Science and Engineering building in UW. To go from a 15-20 minute trip to a 40-60 minute trip with transfers is inconvenient and therefore I'll probably just drive to school</p>
<p>The new stop is much farther away (over a half mile), while I would be forced to use it sometimes when biking is impossible, it would prevent me from doing most grocery shopping and would be extremely unpleasant in bad weather or when I have to transport anything heavy or bulky. I would rely more heavily on car shares and biking when possible, but on days that I work downtown bikes are not practical so I'm not</p>
<p>I work too odd of hours to be able to do that; there are too many nights when I have to stay beyond a "normal schedule" time. I can't do a regular ride-share then, nor is there anyone that I can think of that I would be able to share with, considering my fluid (by necessity) work schedule.</p>
<p>Because my destination or other transit centers are at least 30 mins away</p>
<p>Not accessible or available when needed.</p>
<p>My work schedule and school schedule are balanced extremely tightly, with these proposed changes I would have to wait longer and/or walk much farther. This will not allow me to get between work and school in time.</p>
<p>Does not go near my destination at all</p>
<p>Because there will be more people riding the 71-73 from the international district, which is already suffering from overcrowding and early-morning bus delays. The budget cuts will only exacerbate this issue.</p>
<p>I would have to walk too far from the bus stop to my house after dark.</p>
<p>I will still be able to get to my destination by using Sound Transit and then transferring to Metro 271 in Bellevue. I do not want to use suggested Route 101 whenever possible, because it goes through troubled areas of Seattle and attracts some riders that make me uncomfortable.</p>
<p>The alternative routes are far too circuitous and irregular in timing to be a viable method of commuting to work each day.</p>
<p>I haven't seen any revisions to our current routes 4, 14, 48, or 8 that would connect our neighborhood (Judkins Park) to Capitol Hill, which is really problematic.</p>
<p>I may have a prohibitively long walk to a bus stop if one of my routes is eliminated.</p>
<p>The bus currently picks up at a convenient park and ride and arrives within a two-minute walk from my work. I currently do not work with anyone that lives in the same general area, so alternatives such as a vanpool. I'd even be OK with a smaller bus and standing more frequently if it meant the convenient route could be kept.</p>
<p>My new bus stop will be much farther away. This is annoying for me, but I'm more worried about the effect of the deletion and changes to 31 and 32 on businesses on Stone Way and in Wallingford in general. This area is attracted more and more businesses and cutting routes in this area could harm it economically.</p>

<p>Because adding on an additional 15-30 minutes to my already lengthy commute time makes it unrealistic. It should NOT take one and a half hours to get from the University District to my home in the Admiral District in West Seattle. Conversely I live next to Admiral Way, a direct route to downtown, it is unrealistic to expect people in the Admiral District to take the bus to the junction and to transfer to get to downtown. This almost doubles the time it takes to get downtown!</p>
<p>Suggesting that the 74 is a viable option for everyone getting on in the U district is crazy. That bus is always extremely crowded (people have been turned away from getting on the bus and it's often standing room only) and it will only get worse if you cancel the 30. Taking the 75 will involve a longer walk and is also crowded because it services the UW.</p>
<p>Since I am dropped off and picked up at the park n ride, the additional bus transfer or connection to another bus adds extra time if a bus is late or a connection is missed.</p>
<p>would require me to ride the 16 and transfer to a 44, which is much slower than the current route 31/32</p>
<p>Because the 74X is not passing in the evening and no alternative bus passes in my neighborhood.</p>
<p>doesn't leave from the same place of origin</p>
<p>The wait times will be too long and already crowded buses will be too full at those times.</p>
<p>Why would I want to increase my 63+ minute ride in the morning and my 90+ minute ride in the evening by at least 30 minutes each trip? That adds more than an hour to my already 150+ minute commute each day.</p>
<p>If the No. 40 bus is to stop running at 11 pm, I will likely miss it to get home from a symphony concert at Benaroya Hall. Therefore using public transport to go to the Symphony will no longer be an option.</p>
<p>Does not adequately take into account the number of displaced commuters, and thus the number of commuters competing for reduced bus spaces.</p>
<p>Unrealistic length of time.</p>
<p>Requires way too many transfers from my starting destination and it will simply take too long to get to my final destination.</p>
<p>The proposed 73 route goes to downtown, replacing route 66 E, no alternative has been provided for 67</p>
<p>Because now this route will be combined with many routes and it won't be traveling on the 15th ave any more and there won't be another bus but 373 going down the 15th but it will come only until 9:40 am. If the changes are made, I will have to walk 20-30 min to the route change place so I can take at least a bus to get to school. I am really worried how this is going to affect me.</p>
<p>The bus will stop running before I get off work.</p>
<p>The next best route I could take would be the 75, which takes a much less direct route and roughly twice as long each way. I don't have time for that.</p>
<p>522 does not go through UW or general area</p>
<p>It's not safe for me to walk that far at night.</p>
<p>My schedule is very tight in the mornings.</p>

<p>I have two different destinations. The changes to route 33 (and 24 and 19) will have only a small impact on me (although I worry that the 33 will become much more crowded!). The deletion of route 31 is a MAJOR PROBLEM, as commuting from Magnolia to the U District will no longer be manageable.</p>
<p>The 48 serves the University of Washington as well, but more than doubles the time it takes to get to work.</p>
<p>It will no longer be convenient as I will have to transfer and walk greater distances and if C line routes are cut there will literally be no where to stand on that bus</p>
<p>If there are less buses on my routes then there is more competition to get on them and that means a longer wait. This means a longer commute for me to get to the ferry to take home to Bremerton.</p>
<p>The new routes could potentially double my travel time which, as a student, I can't have happen. It can be difficult to commute reliably already and the new changes makes the route i would have to take something undesirable.</p>
<p>I like taking the 71 downtown on the weekends. It is the closest bus to me that goes downtown and without it, my only option would be to take the 65 to the UW (which will also be reduced on the weekends) and then take another bus from there. It already takes quite a long time to get down there, I don't know if it will be worth it to make the trip so often now.</p>
<p>The 71, 72, and 73 are already standing room only on every bus I take in the morning. They are completely packed like sardines, and that's at the first stop in the tunnel (International District station). If you eliminate the 72 and reduce the other routes significantly, there's no way that people will be able to get on these buses. People will have to wait for 2, 3, or 4 buses to go by, and that's just for International District station. It's not feasible. I can see fights breaking out about who will get on the bus.</p>
<p>the transfer time will add uncertainty and delay to my commute, increasing the chance that I will miss the connection or be delayed in waiting for it to arrive.</p>
<p>It will add at least one transfer to both ends of my days. This will make it extremely difficult in the morning for me to get my children to day care and still be able to take a bus and get to work on time.</p>
<p>The 181 takes too long and doesn't line up with the schedule of the 197. The switch at FWTC will add 15+ mins to an already long trip.</p>
<p>Route 75, the only one that goes on Sand Point Way, does not go into the NOAA campus. The building I work at is at the far end of the NOAA campus and walking to from the building to the bus is a good 15-20 minute, not to mention you have to cross Sand Point Way at a place where there is no traffic light. Walking to the nearest traffic light would add another 15 minutes at least. When I first got the job I sed to take bus 31, the route went from Fremont to Sand Point NOAA -no transfers though I had to walk down/up the hill to get to the bus stop. Now I transfer on 45th and University Ave from 44 to 30 and if the bus is late, I have to wait the bus for basically 30 minutes. This will happen more often with route 75 (just timing and on top of that, I'll have to cross the NOAA campus on foot.</p>
<p>too far to walk to a different bus stop</p>
<p>They are inconvenient for me. They require too much work than I have the time for.</p>

<p>The proposed route revision will cause the bus to bypass my house and immediate neighborhood altogether. It will be impossible for me to access Metro transit without a car. Currently, I can take the bus from my house to the university district and downtown Seattle after work and on the weekends for recreation and errands. This will no longer be possible if the proposed changes are implemented because the bus will only run on weekdays during peak commuting times. The route revision and reduced timetable will isolate me and my neighbors from the rest of the city.</p>
<p>Revised Route 73 does not travel through campus</p>
<p>The alternatives are already congested and overcrowded. Plus the commute will be significantly longer in part because the 550 in the morning often comes to Mercer Island at capacity so it can't pick up additional riders.</p>
<p>It will add a lot more walking, I would either have to add a transfer, or walk and extra 1/2 mile.</p>
<p>I still need a transfer</p>
<p>With the 71 ending before 7:00 pm, and the 65 ending before 11:00 pm, I would be stuck if I ever needed to stay late in the U-district studying. I would also be harder to get home because the 71 would run much less frequently.</p>
<p>The new route options do not have a start point anywhere near where I take the bus from now. I would have to transfer at least 1 or 2 times just to get onto a bus that would take me to my destination. The buses that I could use as an alternative are also going to have less service so my travel time increases in number of transfers, length of ride, and time spent waiting for the bus.</p>
<p>I use the 355 to get to the UW Tower from the Greenwood neighborhood to start my job at 6:30 a.m. The 48 does get me there in enough time. With the proposed changes, I will not be able to take the bus to work. Why not eliminate the 5X and add more trips for the 355. Maybe just route the 355 and 5 through the tunnel downtown so users can catch either one (rather than have stops on different sides of the street.) Even when I worked downtown, the 355 was much quicker to take home along I-5.</p>
<p>Metro is proposing cutting almost 50% of the routes that go to the U District which is where I work. The buses are going to be crowded and inconvenient</p>
<p>No changes proposed for my primary route, 48.</p>
<p>Because they don't actually get me from my home to my work in any feasible time frame and requires multiple hops on busses. Also, the nearest bus that will serve me will be 3 miles from home. I can't spend more than 3 hours of my day commuting.</p>
<p>The rider options are not offering a small enough time table that I can conveniently use the bus.</p>
<p>I am unable to walk from Eastgate P&R to the flyover to pick up the ST bus. More importantly, the ST bus 556 to Issaquah stops running earlier than I need to get to Issaquah P&R from the UW.</p>
<p>You're cutting services and expecting people to keep using your service at a higher price. I'm fine with paying higher prices (adjusting for inflation) for the same service. But not at reduced service.</p>
<p>Please see answer to previous question. I don't think the other options would be convenient, would take longer, require more walking. The stop also requires walking through construction areas and other difficult passageways to get to my final destination.</p>

<p>The proposed route requires traveling downtown and then transferring. Downtown routes have the worst delays and the transfer connection times are not good. You are reducing service from downtown to the University District (suggested #71 will only run once an hour and #72 is being eliminated). The buses to the U District from downtown are already completely full by the time they get to the stop I would take. With reduced service there would be no room at all.</p>
<p>Route 56 stops before 7 PM. I often am at work until 6:30 or later, so can't make it to downtown by 7 PM. That leaves me, in the Admiral district of West Seattle, with the alternative of a trip on the RapidRide C then route 50, which can take a very long time if that transfer doesn't happen at an opportune moment by chance.</p>
<p>Too far.</p>
<p>Because my main issue is with the frequency of the routes, not the availability of alternatives. It will impact the duration of my trips.</p>
<p>I don't have the time or energy to transfer and I would have to walk much farther to and from both my home and my office on campus.</p>
<p>If I have to transfer to another bus in the morning, there is a greater likelihood that I might miss the bus and be late to work. I am a healthcare provider, and can not be late.</p>
<p>While the 28x picks me up from the same place, it does not go by Amazon on the return trip.</p>
<p>I did not see a decent alternative for the elimination of BUs 167. With my current shift (getting off at/after 5 pm) I would not make the connections for the 111 bus downtown. I would prefer to commute on the east side. I would take the 271 bus to Bellevue, wait for a connection to go to Renton, and then wait again to get to my house. Metro does not line up the 271 and 560 routes now (in the morning especially), so there would be long waits. My commute (60 to 90 min) would increase to 90 to 120 minutes. This will be very tiring. I still need to work when I get home to keep up with my work load. I would be too tired.</p>
<p>Very inconvenient and out of the way; no parking space for vanpool/carpool or too expensive at the UW. Everyone has different schedules to coordinate rides. Other bus routes to destination will be overflow from bus reduction plan.</p>
<p>Cross town traffic, I'll just shift to RT.</p>
<p>All of them involve a transfer and significant additional time to get to/from my destinations</p>
<p>Other routes have already been cut in Bellevue and my only options are selected.</p>
<p>Will have to walk longer after getting down.</p>
<p>The bus I already take is filled to the brim, often the bus drive right past the stop filled with people waiting to get on because it cannot fit anymore passengers. The proposed cuts would reduce the number of trips on this route, so likely I would get passed by more busses while waiting.</p>
<p>I pay for my buspass through the UW and I expect to use this pass conveniently and at times that I require transportation to and from work</p>
<p>Long walk to office from stop,</p>
<p>Too many transfers</p>
<p>I don't have a car or bike; I'm a student</p>
<p>It's too far and takes too long to walk to the P&R and from the Seattle Conv. Tunnel to my work.</p>

<p>Because it will double, DOUBLE, my commute time. We bought our house directly on a bus line to downtown in order to reduce our commute time so we could have more time with family. We'll have to just drive in order to get to work/home faster. And this is assuming we can afford another car. Which, at this point, is not likely.</p>
<p>Because the routes are so sparse that I may as well not take the bus, at all.</p>
<p>The 72 runs later in the evening than even the proposed extended hours for the 372.</p>
<p>There will be no bus on Roosevelt or 5th Avenue NE that goes to the U District from Northgate area.</p>
<p>only have one bus from Enumclaw to Auburn and back.</p>
<p>stop at UW will be too far away</p>
<p>For unclear reason the high ridership of my route - which services - downtown, Harbor View, Seattle University, Swedish Medical Center, Virginia Mason Medical Center and the University of Washington is proposed to be completely cut. There is no realistic rider options available. The real option would be keep the 205, alter it by stop routing through Mercer Island High school, downtown Mercer Island and stop having it lumber through the UW - turn down 15th as the students can walk across the street.</p>
<p>I will not walk that far. I will stop using transit and I will bike and drive.</p>
<p>My route is VERY busy and will not be cut. However, cutting other routes will only increase the ridership on my bus and make the trek even slower than it already is. I live about 5 miles from my work and taking the bus takes over an hour some days. That is ridiculous.</p>
<p>It's not an option to go from a 25 minute ride to a 50-60 minute ride. Totally rude.</p>
<p>I can't afford an extra 30 minutes to transfer in Bellevue. The alternative route is 560 to Bellevue Transit Center. Then 271 to the U-District. I would rather drive or use vanpool then wait in Bellevue.</p>
<p>For the 4 to Harborview, they suggest taking the 48. I may as well just walk to HMC instead of this option.</p>
<p>I live at 15th Ave NE and NE 120th. I take the 373 to the UW for work, and occasionally the 73. Most mornings, the 373 is standing room only by the time it hits the 120th stop. The 73 also has many riders. Sometimes, the 373 cannot fit more people on the bus after it hits NE 80th. If the 73 route were deleted, I would be seriously concerned about being able to even fit on the 373 every morning. My guess is that sometimes I would not be able to and would have to drive to work and pay for parking instead. Removal of the 73 would also give me no flexibility to get home from work during the middle of the day if I needed to.</p>
<p>It would require me to transfer. Since I often make this trip at night, I wouldn't be comfortable waiting for a second bus in the dark and the rain.</p>
<p>They will be too congested to be useful</p>
<p>I live 6 miles from work, it would take over 1 hour to go that 6 miles. My time is more valuable than that.</p>
<p>Increased walk time to starting transportation point makes the bus very inconvenient, adding more time and creating a very crowded bus line. I want to be able to ride the bus without having to stand up the entire time.</p>
<p>Too inconvenient</p>
<p>The 234 and 235 will stop running before I get off work, and they are the only routes that can take me home. So I would be stranded in Bellevue after work with no transportation.</p>

<p>Transferring two times over the zero times I have to get to school is inconvenient. The 60 was a great way to get to school. Transferring two times over none seems ridiculous.</p>
<p>Where I live is not covered in that rider options. Even I may make transfers using the new route, I need to walk way longer distance, take longer buses, and make transfers, which is very inconvenient.</p>
<p>The key scenario missing is the link from Education Hill to Bellevue College. Some of my son's friends use this route for the high school's Head Start program in which they take classes at BC while still enrolled in high school classes. The 221 has serviced this function for 10 years or more. An efficient route between Education Hill and Bellevue College also services my commute (and exercise) needs.</p>
<p>They barely work for us with currently approved "improvements" with RapidRide. I can only expect a lower level of service, to the point that I will rather buy a car (even with the proposed taxes) than pay more taxes to fund Metro's inefficiencies</p>
<p>It will require either a significantly longer walk in the mornings, making my commute time much longer than using the "park and ride" option offered at work (offsite parking lot, with resulting bus into the actual work site). Alternatively I could take a second bus to connect to my primary route, but this would add at least 20-30 minutes to my commute in the mornings and require waiting at at least one bus stop in an area that is not particularly safe for a single woman. I value my safety and not having to wait in an area that has a fairly significant crime rate and poor lighting along walking routes, particularly on those nights when I have to stay at work late.</p>
<p>To walk .89-1.0 miles (all up hill on the way to work, through areas of poor lighting and no sidewalks) to catch a bus with reduced service seems ludicrous, especially in winter as it will often be wet and dark. This would be a serious inconvenience to me and I am relatively young and fit...I ride the bus everyday with people that the bus would no longer be an option, not to mention any of the people who catch the bus to work in my neighborhood.</p>
<p>I usually take 72 to go from work back home after 8pm. If 72 is deleted, I ought to take 73 as an alternative choice. But 73 is too far away from my apartment.</p>
<p>There will be no bus service from where I live. It will be 30 min walk to the bus stop.</p>
<p>See the previous in re Safety. The Metro plan ensures that I will not be going anywhere outside of the limited hours set aside for the 21 Express.</p>
<p>The suggestion was to use the 11 instead, but the 11 does not go to SLU. If I were to take the 11 to the proposed beginning of the 8, it would add substantial time to me commute.</p>
<p>Because if the alternatives is proposed, it will work only peak-hour (6-9am and 3-7pm). It will not work 7-11pm.</p>
<p>If there is no bus running from the northern Northgate area after midnight, I will not be able to get home at all the nights I am babysitting. If there is no early bus (4am) from Burien, I will not be able to get work if I am visiting family overnight.</p>
<p>Safety and length of commute.</p>
<p>my commute time will increase exponentially. I would stop riding the bus</p>
<p>The Prentice Loop of #7 will impact me and my neighbors. Walking to the 106 up Big Hill not an option.</p>
<p>The #8 replaced the #42 when it was cut. The #42 and now the 8 is the only bus that runs on MLK.</p>

I can potentially make the options work but it'll take way more time (double) and/or I'll have a much longer walk that includes steep hills.
I will have to walk up a steep hill and, nights after volunteering at Benaroya in an unsafe area.
I will drive until I am unable to pay for parking. It is more convenient. Current bus route feels safe.
I work late (past 7), 14 will not be providing late night buses. So either I'm spending more money on a cab or walking alone in the dark for an extended period.
I'd have to take a bus (24) in a completely different direction, just to transfer to another bus (32) to go back up to the UW. Doesn't make any sense. Would rather just get a ride to work and stop using the bus altogether.
Taking the 208 to the already crowded Issaquah transit center will not work for me. The other alternative is to drive to the Issaquah Highlands park and ride which will have limited parking due to the increased people that will need to travel.
because I get off from work between 7:00 and 7:30 pm and the bus for route 120 stop is dark and unsafe and about 7 blocks from home.
I currently take either the 73 or the 373 from 15th Ave and 125th St, all the way to the UW. Since the 73 will be moved west to Roosevelt, and will stop running north of Northgate, 73 will no longer be an option for me. This means that (1) the hours in which I will be able to commute will be highly limited by the hours that the 373 runs (I don't have totally regular hours and I don't always know how late I'll need to stay at work), and (2) the 373 is going to be jam-packed since its frequency will not be increased to accommodate the former 73 ridership.
It would approximately double my commute time, and add 1-2 transfers. Driving would be immensely more convenient.
There is no option for the section of rt 8 that is eliminated!
Parking and bus schedule
The distance to the bus stop is too far for the elderly to walk
The alternate does not go to High Point. I would have to go all the way to the West Seattle junction to catch a 21, to come all the way back to High Point. The other options I would have to climb the hills either way to get to my destination. No buses are proposed to go up the hill or down the hill for Morgan st.
I will spend more hours getting to work and coming home. I will have to arrange for myself instead of using the options.
Steep hill up or down to alternative routes
I am an avid concert goer, and spend much of my money on concert tickets, specifically in key arena and the seattle center area. With the proposed cuts to the 44 (no service after 1 AM), my return trips from key arena will be incredibly augmented and in some cases not possible at all. I think that this will be a problem for many students without cars hoping to return to the U District late at night.
No 12 bus route stop (Madison) is 1 mile from my home. No 10 involves s steep hike. I am 80 years old..

<p>I will have to walk further. As I explained earlier in this survey, I take the Route #2 bus from 3rd Ave. (where the Route 522 bus drops me off) up to Virginia Mason for medical appointments. If you change the route, I will have to walk considerably further, and since I have knee, hip and back problems, I do not walk well.</p>
<p>The 11 stop I use is 4 blocks from my house (the 8 stop I use is 1). After walking to the stop for the 11, I will wait much longer than I would for an 8, because the 11 has longer times between trips, and is ALWAYS delayed. That will either take me up to 15th and Pike/Pine, from which I would have to walk about 6-8 blocks back to John and 15th to catch the 8 to SLU (or I suppose catch the 10 back this distance), or I ride the 11 all of the way downtown, and then take the SLUT to within a block of my office (about 1.5 miles I think from where the 11 stops, including a 3-4 block walk just to get to the trolley). Then when my office moves in 2015, if I go that route, I will have to backtrack from Westlake up to Fairview and Republican, instead of Westlake and Republican. With the proposed change, I am now looking at a mile+ walk each day, no matter what, and either up to 3 busses or 1 bus and a trolley. My commute of a little more than two miles will take about an hour. I already know can walk home from work in 45 minutes, including the gigantic hill in my way. If you make this cut, you will be losing my fair altogether, as I will just start walking, rain or shine, and maybe I'll get a bike with the money I save on the bus. The route planners need to engage their brains.</p>
<p>Riding the A Line to the 124 takes 3 times as long in the morning and almost 3 times as long in the evening.</p>
<p>infrequent times</p>
<p>It is certainly possible that one of these options would work for me, but it would increase my walk to the bus up to possibly half a mile from one block, I would have to transfer to another bus downtown, and it would double the distance I travelled total and the time it takes me to get there.</p>
<p>I will not walk 1/2 mile to catch the 5 on Greenwood when I bought my house to walk one block to catch the 28 on 125th.</p>
<p>It is about one mile to walk to the closest stop. This would either require me to wake up a half hour earlier to walk or drive a car to the stop. By the time I would get in the car and drive, and find parking, it would be better to just drive in.</p>
<p>1. stopping Route 255 north of Totem Lake and having to take route 236 will add much more time to home in the evening especially. Route 255 has been on 124th Ave since I have been living in Kingsgate for 25 years, why take that away and now have to transfer to another bus for the remainder of my trip to Kingsgate above Safeway. Don't add time to people who traveling from Seattle a longer distance and put them on the 236 local !!! Also, PLEASE keep the first route for 252 in the Morning (about 5:45 from Kingsgate Safeway !!</p>
<p>I depends on how many of the proposed bus line cuts to my neighborhood are actually cut.</p>
<p>It will be too slow and crowded</p>
<p>Either have to figure out a bus transfer or drive to a park and ride that is often already full. Will likely just start driving to work again. Disappointing since the 244 route is already a limited commuter route.</p>
<p>I'm still just too far from a bus stop to make it practical to always use transit. And the reduced service means that there will be no bus available.</p>
<p>Because taking 124 to A will take more than double my current travel time and more than double the time if I were to drive myself.</p>

No bus service at the weekend doesn't work. Eliminating the 1 AND 2 leaves no alternative. the suggested alternate route is the 13, which is much further away
The routes they suggested didn't even go near the area I live. Route 927 serves many senior people, middle, high, and college students back and forth Issaquah TC, Klahanie, and Skyline High School area. The reasons of the low usage are (1) there is only one bus per hour. Not very convenient at all. However, it is the only bus that connect these areas during off-peak hours. Without it, many people (including I) cannot go to anywhere! (2) It's service hour is too short. (3) Route 927 doesn't go to Issaquah Highlands Park & Ride. LOTS of people live in Sammamish and Klahanie. However, we ONLY get route 927 and it may even be canceled!!! I propose the Metro provide MORE bus services to these areas, peak and off-peak hours. If people feel the convenience of the service/route designs, people will be more willing to use the services! Routes 216 and 219 are good examples.
You have proposed that the 177/178 not to go down the Bus Way in the SODO District. By-passing the Spokane Street exit, you have cut off many people from getting to their work places. There are alot of us that work at Starbucks Corporate office that take that bus.
For Lake Forest Park, there are no Park and Rides, so I cannot easily get from my house to where the bus location is on SR522.
All of my buses are being canceled. While there are other options, the added time from walking between buses and my destination isn't worth it. Not to mention, as a woman walking alone in the early morning darkness, I don't alway feel safe in some of the neighborhoods I would have to go through.
It is not as safe for me to walk to my destination.
578 or 577 Although I work for Sound Transit, I do not like to park at the Transit Center. I believe the way the Transit Center structure is a target for crime. Also, Sound Transit buses are over crowded and not enough service rides
It will require a lot more walking
This bus is full with riders standing during peak hours and now it is being reduced. People are going to be very aggressive getting on the bus and sitting in each others laps.
Because I will be required to spend more time walking, then transferring and waiting fir the next bus. Inevitably, one of the buses will be off schedule when I transfer and I will miss my transfer or have to wait even longer for the transfer. I already deal with the cuts from the last round of cuts. If I have to work later than 5:30 (which I don't get paid for) my commute goes from about 45-55 minutes (just to get to Ballard 7 miles) to 80-100 minutes when you include walking and waiting. So, I work late and then get home much later beacause of my commute. Basically, if I have to work an extra 10 minutes, I don't get to see my 1 year old sone before he goes to sleep. And my wife has the same problem. We both commute from Ballard to downtown. It is crazy that it takes tgat long to get downtown. The Dline replaced the 17 local and it takes forever. It is not frequent as advertised, it is not timed with the 44 that heads west on market from 15th, and the wifi never works. The D Line is the worst idea ever.
With the deletion of the 5x, the 5 would be overly crowded and negatively impact stops further south. This would lead to an inability to get on the bus and many buses bypassing stops closer to downtown altogether.
The 312 is already so full by the time that it gets to my stop that it will likely not have room if the 306 is cut. The 522 doesn't stop near my house.
I will have to walk further to reach other bus stops/routes if route 30 is cancelled.

<p>You will be deleting 5 routes for 1. The ridership will definitely increase. Especially during peak hours, I'm sure the bus will be very crowded. Also, I'd have to walk farther and it'd take me longer (it's uphill) to get to the bus and from the bus to school and work (UW Medical Center). As a student, my sleeping pattern is already screwed up and I start/end class at various times of the day each day. I cannot guarantee that I'll be able to get up at the right time to make it to a bus on time to make it to school on time.</p>
<p>If bus 73 is deleted north of Northgate Way and moved to Roosevelt Ave starting at Northgate Way, I would have to walk a mile to get on the 73 to get to work at the University of Washington, which is too far to walk for public transportation. For me, taking the 373 will still be an option, but it will only come every half hour and will be very crowded in the morning with students going to Roosevelt High School, which is on 15th Ave (not on Roosevelt) and others who use the 73 bus. Currently, when a scheduled 73 or 373 does not come due to a maintenance or other problem, the bus is too crowded to even take on new passengers and the bus driver has told people to wait for the next bus -- if that were to happen without a 73 bus, the wait time for the 373 would be an hour and I cannot get to work an hour late. The same is true going north from 45th and University Ave. -- if either the 373 or 73 does not show up on time between 5pm-7pm, when one of those buses comes, it is extremely crowded and the bus driver may not pick up new passengers.</p>
<p>It won't get me to work in time</p>
<p>You are eliminating the 27, the one bus I can walk to. You are eliminating the #8 route past 16th on Cap Hill that goes down Madison and turns south on Martin Luther King. This is where I currently drive to to catch the #8. If you extended the southern route of the #8 to at least 23rd and John then I could still drive there and take the bus to work.</p>
<p>The 150 is the only bus from Seattle to Tukwila.</p>
<p>The proposed options are to either *drive* to Overlake P&R or to *drive* to South Kirkland P&R. I currently walk to Houghton P&R. Forcing all that currently use Houghton P&R to the other locations is impractical to say the least. The buses from the other P&R's are already overcrowded, I see standing room only every day as they pass.</p>
<p>The two buses that are the best option for getting to first hill for me, 211 and 265 are both on the list to be cut</p>
<p>The bus is the most convenient for me because I do not own a car. For the amount that a bus pass costs, I think rider convenience should be Metro King County's primary concern. Rider convenience means frequent, clean, safe service.</p>
<p>Although I could, theoretically, walk to catch the #16 or the #28, that's going to be several blocks (in the dark, in the rain, etc.). And more to the point, judging from the fact that the #26 is filled when I ride it during commuting times, and jammed on the way home, I simply don't believe I will get a seat. Actually, I don't think I'll be able to get on the bus at all....sometimes the drivers of the #26 already can't accept people that want to get on.</p>
<p>The 28 and 26 express buses do not come down Dexter. I would have to walk up to 99 and catch the 5 or 358 or down to Westlake to catch the 40. When it is dark, these are not well lit areas and I do not feel safe walking to them.</p>
<p>As I am without a personal vehicle such as a bike or car, and as none of the proposed alternate routes place me within practical walking distance of my destination either way, I would have no reason that I can reasonably assume to continue ridership.</p>

<p>you are taking the routes out completely and the revision doesn't even have the route on the map any more, maybe im dumb and cant see where the bus is for Roosevelt way ne passed 75thne and coming back from the u district on 11th ave ne cant see a bus on any map proposal. Just wondering how people who go to the dr in that area or just live and do their shopping in that area are going to do this. how do the people doing business in this area think of the bus being taken away.</p>
<p>With fewer buses on the route 5 I don't have a choice but to wait longer, especially if they are full by the time they reach my downtown stop.</p>
<p>Your "rider option" for the 31 is the 32, which does not go into Magnolia. It instead goes on to Queen Anne. If I take the 32 & get off at the nearest 32 stop to my destination, I will be more than a mile away from my destination in an area with poor pedestrian paths. Basically, the 32 is not a viable alternative for anyone who rides the 31 intending to get to Magnolia.</p>
<p>Both of my busses at starlake park and ride the 152 and the 190 will be cancelled so there is NO OPTION for me.</p>
<p>The 118 and 119 are the only busses that run on Vashon. If they do not run there is no way to ride.</p>
<p>The light rail, trolley train, Rapid ride to not go to georgetown or the Central District or South Park</p>
<p>I live in Georgetown, go to school in west sea and work in the central district</p>
<p>There are not enough parking spaces at the park and ride parking lots and I don't want to drive around all morning trying to find a space while trying to catch the bus in time. I would likely drive to work instead.</p>
<p>I will have to walk quite far, taking me long enough that I might as well just ride my bike.</p>
<p>transfers and more transfers. none are convenient transfers to begin with. to transfer with light rail you have to walk across traffic or wait at crosswalks in rain. downtown buses stop at different locations, sometimes a long walk through mentally ill crowds... not safe not convenient as it is.</p>
<p>The alternatives listed will require me to walk 10-14 blocks from my home to get to the bus stop.</p>
<p>Transits doesn't reach to Cleveland high school, only way is by bus. And I personally don't drive</p>
<p>Too crowded - buses are already standing room only, and I cannot stand on bus...I get seasick.</p>
<p>Take too much time and buses will be to crowd to get on.</p>
<p>The buses I already take are usually filled to capacity by the time of arrival. I can not imagine how there will be enough buses for all the travelers with elimination and reduced services of my current bus and alternate buses. I imagine needing to add an hour to my day on each side of the commute to have ride security.</p>
<p>I don't want to ride the 358, full of ppl going to see their parole officer</p>
<p>If the proposed route deletions occur, there will be no routes servicing Willows Road, where I work.</p>
<p>Inconvenient</p>
<p>Taking the 111 bus downtown then transferring to a UW bus will take too much time. Especially if you work at UW hospital.</p>

<p>The 556 ends before I am ready to go home, and so I cannot take it back. I would not like to transfer to get from Bellevue to Issaquah because it is already late at night, and I don't like walking around alone.</p>
<p>It's just too far to walk, especially with health concerns and weather.</p>
<p>This option requires that I either drive to a park-and-ride, which is not an option given I am a part of a one car family and I will not have access to the car at the appropriate time, or that I will need to make at least one transfer, which will be more expensive (with the additional of a soundtransit bus that does not take transfer tickets) and take far too long to be a justifiable commute.</p>
<p>The 342 is already limited in run times that having to take an additional bus to transfer to the 342 will only complicate and extend trips. Work hours are not flexible and having adjust according to the changes will prove to be very difficult. Additionally the 342 is long commute already, having to transfer or drive to a park and ride will lengthen it even more-forcing people to drive and thus, not use King County Metro.</p>
<p>It will only stop at the school every hour. I have two other buses to catch after I get on the 234, which will make for a very long trip home.</p>
<p>Well if the 916 is deleted it's still going to take me a long time to get to and from where I need to go. I'm going to spend a half hour to over and hour to get a bus up the hill to get me home. So the changes won't help me at all. Even though I live up Kent East Hill, it's going to take me a really really long time to get to where I need to be</p>
<p>there are no other buses that travel down Roosevelt through the U. District. We frequently use the 66 to travel from our house to the doctor offices on 42nd and Roosevelt, for example.</p>
<p>It will be much faster and more convenient to drive.</p>
<p>It will be easier to drive.</p>
<p>Isn't compatible with my work schedule</p>
<p>The 232 is great because it's really the only fast options to get from Bellevue to Redmond. I will no longer take the bus if I have to use the Rapid Ride B because it more than doubles the length of my trip (so over 4x longer than driving) and that is enough that I will not being taking the bus anymore.</p>
<p>The replacement of the 2 with the 13 is not feasible. My understanding is that north of downtown the 2 is eliminated and replaced by the 13. This is unacceptable as the 29 only runs at peak hours. Therefore there is now way to get to 6th ave. w.</p>
<p>it's the transfer that makes the trip intolerable, also the early hour of cessation.</p>
<p>I will have to use bus less and rely on taxi or friends. Less travel! There will be fewer chances to see Seattle.</p>
<p>The extra time spent walking between office and new closest stop is impracticable as is the additional time spent waiting for a transfer.</p>
<p>Will take too long and I would have to walk too far. Not safe to walk in my neighborhood after dark.</p>
<p>I've tried it. I can get TO work ~ get up earlier, leave earlier, walk farther to catch the bus, walk farther from the bus to my office. But it does not work AFTER work ~ I currently leave at 5 and take the 355 to the 358 and am still often late for a workout class that starts at 5:45 p.m. at Aurora and 103rd. I've tried the 48, which is wholly unreliable, and I've tried the 43rd. It just takes more than 45 minutes.</p>

It is a safety issue for me.
It doesn't work well now, and it will not work well with changes. get rid of 106 and extend 8 south to Skyway. This new 8 should make a loop in Skyway. instead of continuing to Renton. It should ALSO stop at the I-90 freeway flyer station to connect to the eastside service. Currently, in order to go to the eastside, I have to go south to Renton and then north to Bellevue on another bus that's gets stuck in traffic on narrow I-405. That's traveling in the opposite direction for and extra 20 min and then traffic.
You've increased the distance to get to the nearest bus stop. May not be able to "go the distance" - Am eledery!
I am an older person who may experience problems w/ longer walking & with getting on & off the bus.
The #113 bus is the ONLY bus that goes downtown from the P&R that I live near.
Hard to walk up and down hills, especially when carrying groceries, etc.
Too far to walk to bus stop
Time, distance, declining personal mobility
There is no alternative for route 930 or 244 along Willows Rd NE, which is where I work.
The rider option for the elimination of parts of the 342 route involves taking the route 331, which does not run until after the last 342 leaves for Bellevue in the morning. So in order to continue riding Metro I will either need to move job or house or else drive to Kenmore where the route 342 now starts. If I'm driving halfway every day I see no reason not to just drive the other half.
They will not get me to work and daycare drop off in time.
The commute would so long that I'd spend about 3 hours a day getting to and from work.
It's too far out of the way, completely eliminating any time savings I would have riding the bus and it would be much faster for me to sit in traffic traveling to Seattle than it would be to take the bus.
alternatives do not travel where I need to be
Too much time.
I leave work at 5:00 to make the bus at 5:17 - if i leave any later I have to take the last bus - which is the one that will be cut. If the 5:17 is the last bus, I have no way home. No bus goes to Maple Valley and I will have to take a cab or call a neighbor to come and pick me up.
No where to park on route. Schedule too inflexible.
Making the routes require multiple transfers takes way too long for a current 20 minute trip. I will start driving my car instead of taking the bus if these changes to into effect.
The nearest alternative is 10 minutes walk in the opposite direction of where I need to travel. The next best option is about is about a third of the way to work; however, the routes all end or loop back to Capitol Hill at Pike/Pine. I still need to walk another mile to get to my office. So why bother paying \$5 a day for 5 blocks of bus travel?
Driving to the Alaska Junction, parking for the day, and having to take the so called Rapid ride--which is miserable to ride, is not an option.
The only other option is a much slower and often chaotic bus ride.
I am NOT going to spend approximately 4 hours per day on a trip that should take less than an hour each way.

<p>Taking the Not so Rapid Ride A line to the Link is a Joke! 60 Minutes from Fed Way to SeaTac/The Link gets packed like Sardines in no time and that takes 35-45 minutes and don't forget the trek up and out of the tunnel and up two blocks to 5th ave! Federal Way Transit Center is another Joke because you have to get there by 6:30 or before to get a parking spot, THEN!!!! you have to stand in a ridiculously LONG LINE to Wait for aprox 3 bus' (Packed 577 bus holds 70 YES I HAVE COUNTED!)</p>
<p>The combined travel and waiting time will be very long.</p>
<p>Taking the 208 to Issaquah then catching another bus will add too much time to an already long trip. Current service gets me from Snoqualmie to downtown Seattle in about an hour. That is already a long trip but not too long to be prohibitive. Adding the transfer pushes the length of a commute beyond any range of acceptability. I can drive downtown in about 35 minutes. Taking the bus with a transfer in issaquah will take about an hour and a half and will no longer be an acceptable option.</p>
<p>if 167 is deleted i will have to move or find another job. i will not be able to work 10 hour shift if i have to travel on 3 buses with inconvenient and unreliable transfers downtown with 43 or take 70 and walk about 2 miles. currently it takes 45 min on 143/167 with a comfortable safe transfer at renton library. none of your proposed options even come close to convenience and speed.</p>
<p>I ride only 167. all other options do not work because the trip will take 2h longer, will stop using transit if 167 is deleted. I have 0 cars, and my income is below \$15k</p>
<p>currently 45 min with 1 transfer at renton P&R, vs 90 min trip with 2 transfer in renton and downtown, including extra walking in downtown between tunnel and the streets</p>
<p>This is the only route that goes from the South End of MI to the UW. The other MI routes are also about to be cut, which means there's literally no routes I can take to get to school. I can't afford a car (and my fellow students who ride with me also cannot afford it). Even though we live on MI, our parents provide us with a place of housing and we (students) pay for everything else.</p>
<p>It will take too much time to transfer and the new proposed route takes too long.</p>
<p>If route 8 is cut between E John St/16th Ave and S Jackson St/23rd Ave, I will have to make a transfer every time I need to go to my medical appointment in Madison Valley and to see my family in South Seattle. It will increase travel time and decrease convenience. Additionally, I would have to depend on route # 11, which runs infrequently.</p>
<p>It is too far and unsafe to walk from the number 13 to my house late at night after a theater performance.</p>
<p>Commute will simply be too long. The buses are too crowded and it already isn't reliable because most of the time the bus is too crowded to even let passengers on. Reduced service would only worsen the situation. I would purchase a car instead if my commute became worse than it already is.</p>

<p>Riding the bus currently, as it is, across all of Seattle is just *barely* within the realms of acceptable in terms of time and effort needed. A max 10 minute wait for a bus, and a max of one transfer, totalling for a maximum of around 1 hour to get from point A to point B is the most that is reasonable. Asking bus riders to potentially double waiting times and increasing the number of transfers needed (which further increases potential waiting times) is just adding inconveniences on top of inconveniences. These things add up, and pretty soon, the previous choice between a 45 minute bus trip and a 30 minute car ride becomes a choice between a 1.5 hour bus trip and a 40 minute car ride (factoring in increased traffic on roads due to more people driving instead). The choice begins to skew heavily towards not riding the bus any longer...</p>
<p>It would drastically increase my travel time.</p>
<p>The suggestions for revisions that I have seen are essentially "get a ride share or ask someone to drive you". This is absolutely the worst thing I've ever heard. The Metro's slogan is "We'll get you there" -- not "We'll get you mostly there, then you'll have to figure it out", or "We'll get you there... eventually".</p>
<p>I will have to walk four blocks up a steep hill, when it is still very dark out, to wait at a bus stop with three registered sex offenders within two blocks of the stop. As a 14 year old girl, this doesn't feel safe.</p>
<p>The revision cuts route 9 at the time I take it from work to pick up my son. Without this route, I will have to walk to the light rail, and walk further from the station to his school. There is not enough time for this between when my shift ends and his school ends.</p>
<p>the option requires walking through an unsafe part of the the neighborhood, and it would take too long as well. I won't be home in time to pick up my 5 year old from school.</p>
<p>no, if 167 is deleted i will travel for 2 hours one way with a double trasfer. extra walking. this is unacceptable for commuting to cancer treatments</p>
<p>because my 30 minute trip on 167 will take 2 or more hours with transfers and extra walking. connecting buses will notstop in the same area. renton buses are in the tunnel and 43 is up on the street some blocks away. and 43 is very slow and unreliable. It travels through narrow streets wit lots of pedestrians and bicyclists. it is not reliable and crowded, how am i supposed to work 8 hours after all this?!</p>
<p>My 30 min trip on 167 will be about 2 hoirs wit a transfer where i will have to walk more too.</p>
<p>If the bus run has been deleted or reduced there is no bus at this time.</p>
<p>265 is the only bus that takes me directly from home to my work. every other bus is takes atleast 2 buses and increases my travel time 100%. I qould really like the bus 265 to be retained. Making it less frequent would be a good option. Combining two trips into one (having a bus only every one hour) will be better as there will be more riders in the bus.</p>
<p>If 167 is deleted i will have to take 240 or 560 south to to renton tc then transfer to 101 or 106, then transfer Downtown to 43. 101/106 and 43 do not stop at the same area, so it is an extra walk too. this is almost 2 hours compared to 30 minutes non-stop on 167. No one sane will do this.</p>

<p>the only option is to do 101/43 transfer. that's an extra hour at least, and extra walking in Renton to 101 and Downtown for the transfer because these 2 buses do not stop near each other. Most importantly 43 way off course and stops on every block of Capitol Hill due to traffic, pedestrians, and bicyclists... It is slow, crowded, and never on time. Until you open the Light rail station at UW medical center, there is no alternative except route 167</p>
<p>You offer to transfer Downtown, but only 43 goes to UW Hospital from Downtown. That is a very slow indirect bus and it doesn't even stop in the tunnel.</p>
<p>There will be no service to my neighborhood at night or weekends. If there is no service during the hours I want to take the bus, then I won't be able to use the bus. I won't be walking 20 minutes at night to get home from a different bus line.</p>
<p>The 221 to 234 conversion for Education Hill will cut off service at 7:00 PM. I rarely make it to Redmond Transit Center by that time while commuting home. I will have to walk up a fairly steep hill to get to my destination. Also, I know others rely on this line to get to a shelter of sorts (I'm not sure which, but I see them around 8 to 10 at night). They have to go much farther. The bus line also services a mental health facility.</p>
<p>The commute time is too long compared to current route.</p>
<p>#106 is proposed as an option. It will get me up and down the hill but I will have to wait at 3rd and Yesler to transfer to a bus going downtown. This is a very scary area for a 70 year old woman. I wouldn't consider it after dark.</p>
<p>Not if the 21X continues to be inconsistent with it's arrival/departure when compared to the schedule, not if the number of trips is reduced, and not if it continues to be completely cut off during any reduced routes. Especially with the proposed deletion of the regular 21, it will be even more crowded, arrive even later than schedule, and make it even harder for me to rely on metro to get me to and from work.</p>
<p>I currently travel from View Ridge to Dexter Ave. I usually take the 71 or 76 to downtown and transfer to the 28 (occasionally the 26.) With the proposed changes, the 71 will not stop near my home and the 28 and 26 local routes will be eliminated leaving me with no transfer options. Also, the elimination of weekend service for the 71 leave no bus service at all for View Ridge on the weekends.</p>
<p>I'm concerned about the 306 line. If it's route through North kenmore is removed, I will be negatively impacted. At a minimum, a route following the 306's route through north Kenmore should be kept, it could a routing of the 312. Have the 312 run the 306 line rather than have the two buses each run through the Kenmore park n ride.</p>
<p>no express bus after 7:52 a.m.</p>
<p>You run so many coaches on so many routes there is always another empty bus coming. Cut the frequency and fill the bus and quit wasting everyone else's money.</p>
<p>There is no alternative created for replacing the 26 and 28 buses and for reducing the times the 118 and 119 buses will come and go.</p>
<p>The 43 and the 10 do not go near Seattle University, they only go downtown. I already walk a half mile from where my bus drops me off to work. Now, because of the 12 route not going past 15th Ave E, I will not have any bus routes. I will have to walk from my home all the way to work.</p>

<p>The bus stop for the 56X is too far for me to walk to every morning and the number of trips will be reduced on that route too. Without the 57, there really is no good way to get to downtown via bus from the Admiral district of West Seattle.</p>
<p>There would be no service in my neighborhood to run from downtown after 11 PM</p>
<p>The bus 111 is always really crowded. There is no room for double # of riders.</p>
<p>Bus arrival times do not correspond to when I need to take them.</p>
<p>The "alternative" for Seattle Center is too far from the restaurants, grocery, theater, etc. for me to walk and the stop is in a dangerous location. I would have to transfer downtown at night in another dangerous location, and transfer again at 12th & Madison at night to get to Madrona. Waiting for buses at 3 locations (Seattle Center, downtown at Madison, and at 12th & Madison would be more than 1, with my disabilities, can manage.</p>
<p>With the proposed changes the bus that I will have to take will only run every 30 minutes and will not run as late as the current schedule. With the proposed changes it will eliminate a full bus route through my neighborhood. We will only have one option to get to downtown.</p>
<p>Because the 8 has had its Central District route cut, and the #4 has been eliminated and because there is no direct route from Downtown Seattle to the Central District I would need to take more than 3 buses just to get to CD. Ridiculous!</p>
<p>Too far to walk with an infant/toddler.</p>
<p>Because it will not drop off on the Bellevue College Campus</p>
<p>One of the options is to walk from 25th Ave NE & 55th to my home, on 16th Ave NE. This is a long walk, up a very steep hill. Given that I have weak muscles (due to a genetic condition) and bad feet, this is more than I can do on most days. The other option would involve two bus transfers and take well over an hour.</p>
<p>I don't have any option to get to health care anymore without multiple transfers using the proposed changes. On top of that, the proposal takes an already overcrowded and underfunded 124 and puts more riders on it.</p>
<p>1. Currently, Buses (5 and 5X) and (358) are packed in morning and especially in the afternoon; so packed that they are skipping stops. Discontinuing the Express buses and making them less frequent will worsen the issue of transportation in this city. 2. Increase fares, but do not make it worse by cutting services.</p>
<p>because i need 106 to make a loop in skyway instead of 107 and to have the 106 extended north on the path that the 8 used to travel... or to replace 9 in Capitol hill... that will work too.</p>
<p>I understand the intent is that I take the 372 instead of the 72. The 372 is a very long walk from my house. Because the 71 route is being modified there is also no good way to get to the 372 on a transfer.</p>
<p>No! The bus I would take alternatively is also being cut! I will have to walk farther, and take 3-4 busses to get across town. What currently takes 15 min by car, takes 45 min to 1 hour by bus. With the proposed changes I expect it will take me 90+ min each way to get to work.</p>

<p>For the #8 , the alternative is the #48. There are 2 reasons why this is not a workable alternative for us: 1) The #48 bus stop that we would take is not safe for my 13 year old daughter at 7 am. There are 4 registered sex offenders within 1 - 2 blocks of the bus stop (23rd & Madison). I would not feel comfortable having her walk to this bus stop and wait at this time of day. For several months during the middle of the school year, it is dark when she gets on the bus. Given these factors, it would not be safe. It would be easier/safer for me to drive her to school (which I would rather not do!). 2) Although the #48 is just 5 blocks from the #8, these 5 blocks are VERY STEEP, which makes the distance feel much further. Again, it would be easier to just drive my daughter to school.</p>
<p>really? take the bus from Renton to DT Seattle, then try to transfer to the UW? Are you serious? What a pain in the a**. And to have to catch a 70-something into DT and transfer to the 101 after school? I've tried that before and the 70-busses are so full sometimes they just drive right by you. I've had to wait over an hour for a 70 bus that wasn't too full.</p>
<p>I would have to walk over 1.5 miles to get to another bus and that bus does not go where I need to go.</p>
<p>The walking distance from the current #2 route on Seneca to Madison will PROHIBIT my use of the bus at all. I am 95-1/2 years old, still able to walk slowly to Seneca (1/2 block from my Horizon House residence) -- but the 3 blocks distance will be insurmountable for me going and coming -- as well as uphill. Put yourself in the shoes of an elderly, but still independent, 95-1/2 year old woman. This route change will make it impossible for me to ride the bus downtown. IN ADDITION, THE REQUIRED TRANSFER ON 3RD AVENUE, OFF ONE BUS ON A STEEP HILL, CROSSING THE STREET TO ANOTHER BUS ON 3RD AVENUE, JUST TO GO A COUPLE OF BLOCKS TO PIKE STREET, WILL ALSO PROHIBIT ME FROM MAKING THIS TRIP. While all of us can LIVE WITH REDUCED BUS FREQUENCY ON THE #2, THIS PROPOSED ROUTE CHANGE IS ONE WE CANNOT LIVE WITH AND STILL BE BUS RIDERS.</p>
<p>In addition to getting to/from doctor appts I also depend on Bus 1 to go to the store and to go to movies, concerts, lectures, & plays. If it stops at 7pm as proposed, I will have to use #2 or #3/4 which involve a walk of a mile at night, which I cannot do.</p>
<p>Sometimes I work late, and the proposed changes only apply to S Jackson, while I travel with the 14 from Belltown all the way up to 31st and Norman.</p>
<p>Route 25 provides unique access to BOTH downtown (where I volunteer and attend meetings (I called these "special events" since none of your options fit) and to the University and U Village.</p>
<p>It just takes too long to drive to another Park and Ride and wait for the bus and transfer to another bus. The total commute time would be increased 3x from my current commute time.</p>
<p>I do not want to have my kids transferring buses downtown.</p>
<p>I need the most direct and quick route</p>
<p>The alternate for me is the 70, I used to take that bus where I used to live and it's notoriously unreliable, 4 buses in a row didn't show up. And the tracking app didn't say anything.</p>
<p>Too much time to transfer and too much walking!</p>

<p>I will probably switch to driving my car to my class. Beacon Hill is the nearest location where Seattle Parks and Recreation offers affordable Pilates class which I need to strengthen back muscles and counteract back problems due to deteriorating discs in my spine. I like to take public transportation plus bike so as not contribute to the traffic problems on the West Seattle Bridge, but the added time of having to wait for a bus transfer and inconvenience of lifting my bike on and off bike racks 4 times will cause me to go back to taking my car this short distance (under 6 miles).</p>
<p>The shortest commute will be to walk to work which will take 45 mins.</p>
<p>The 167 is more convient for me. I take one bus to and from work. The people are either UW students or UW staff all very well behaved.</p>
<p>Vanshare is not an appropriate options when there are not vanshares in the area currently. Also, it costs significantly more money.</p>
<p>Because the time to walk to another bus stop, combined with waiting for the bus, combined with the crowds I expect in the bus, I don't think I will be able to board the bus any-more (this happens a lot nowadays. the buses are already overcrowded)</p>
<p>My total commute time will be much longer that would not work with my work schedule.</p>
<p>It's not safe for the kids to transfer downtown.</p>
<p>No, the other options are less desirable (the #7 bus!)</p>
<p>The bus (which can already be very crowded and standing-only by the time I get on during peak hours) will be even busier. Also, the ride time will be increased and I'll have to coordinate taking multiple busses to where I need to go.</p>
<p>My son is 13 rides home from school on the bus. He uses Route 2 which changes to Route 13 downtown and goes up Queen Anne Hill. Currently there is no transfer and the ride take 30 - 45 minutes. In the proposed changes, there will be one transfer in downtown Seattle and the route will take up to twice as long. I am concerned that the bus will no longer be a viable solution for us. I do not want my 13 year old transferring at dusk in the Winter in downtown Seattle by himself. I also want him to get home as soon as possible to allow for the completion of his homework. My concern is that I will have to work out a way to pick him up which is getting in a car and moving through traffic across town. This is a poor choice for our traffic congestion and environment, not to mention my work and time, but I want to ensure the safety of my son! There are MANY kids from Seattle Academy on Route 2 buses that continue on route 13...please consider continuing this route connection with Route 13 to ensure their safest passage home.</p>
<p>Less busses each way mean less flexibility, especially after work. The 56 and 57 busses are packed each way no matter which one I take (and I tend to take 1 of 3 times each way), so why on earth would you make less seats available by cutting bus schedules?</p>
<p>The distance of the options provided are not feasible. They are too far away, too infrequent, and not flexible with my schedule.</p>
<p>No one wants to use a vanpool from the dead-zone of no buses from Montlake to downtown as half of Montlakers are probably close enough to a 43.</p>
<p>These options stop further away from my home.</p>

<p>I am most concerned about the reduction of service to the West of California Avenue and South of Admiral Way. The proposed replacement is the 128, which not only is a longer walk -- but requires walking up some of the steepest grades in West Seattle. The frequency of my second route, the 55, is being reduced. And I have always found the Rapid Ride C to be overcrowded. Although I am able bodied, I am not tall enough to comfortably reach the bars when standing. It is also hard to juggle bags, laptops, etc. during the stops and starts.</p>
<p>The 33 will no longer drop me off at the same place I catch it in the morning, unless I want to ride it all around the Magnolia loop. There will no longer be the option to ride to Thorndyke & Blaine, walk a block & catch the 31 because the 31 will be gone. I often catch the 24 & 19 as well, getting off at Thorndyke & Blaine, then waiting for a 31. Now I'll have to walk a half mile home, which is not pleasant in the dark, and in bad weather.</p>
<p>Too far of a walk from my home</p>
<p>There are no connections on Genesee Hill. I have no options there other than to drive to the junction or Admiral Junction and take a bus from there.</p>
<p>the main busses I take were already cut, and now more cuts are being proposed</p>
<p>I have small children with me during my commute. Walking to different bus stops between transfer stops in the dark with these children is not safe</p>
<p>Distance to the rider option will be too far to make riding the bus convenient and efficient for my business commuting needs.</p>
<p>Depends on convenience and time</p>
<p>The problem with my particular line is not that it will be deleted, but that it will become too overcrowded to be useful. Already I am often passed by because the bus is full. If this happens so much that my trip becomes arduous and unpredictable I will probably have to start driving. I know traffic will be worse than ever, but at least I'll be warm while I'm sitting in traffic instead of freezing while I wait an hour for the bus. Unfortunately this will be a financial burden for my household, so I'd really rather take the bus.</p>
<p>From what I understand the 8 will no longer operate in the CD/Madrona/Madison Valley/East Capitol Hill Area. I see no other options proposed, and driving or walking to Group Health to catch the bus is unrealistic.</p>
<p>The proposed "options" will require me to either walk over half a mile to catch what will likely be an already overcrowded bus or take much longer and require a transfer--for a seven mile trip. If I need to go home during the day, I will no longer be able to take transit and will either have to drive, take a cab, or find someone to give me a ride home.</p>
<p>Need service after midnight to stay the same</p>
<p>The problem is that ridership is extremely high on the 214 going to Seattle in the morning and returning in the evening. Last night my buss was packed, standing room only, and the bus driver almost threw all the standing passengers when she had to slow down. I have not seen any rider alternatives for this route. WHAT'S GOING TO HAPPEN IS THERE IS NOT GOING TO BE ANY ROOM ON THE BUS AND PEOPLE ARE GOING TO BE LEFT AT THE STOP! AS IS, THIS ALREADY HAPPENS!</p>
<p>I will have to walk about a mile in the dark to get to my new bus stop which is an express and will be too crowded for everyone who will be displaced due to the cut of the 26.</p>
<p>The routes I need the most are being eliminated altogether (238, 242 and 244) with no easy options presented.</p>
<p>Cause it's a farther walk and it doesn't stop where I need to transfer.</p>

<p>On the 2: The two is the most convenient for me as is right now as well as for many other metro riders. It goes straight to the Seattle Center without having to get off and wait (sometimes 5 minutes...sometimes 30) for a transfer. There are only a couple bus lines that make it up to the Madrona area. The 2, the 3, and the 8. The two is the one that runs the most frequently and is the most reliable about keeping within its stated arrival time. One never knows when the 8 is going to show up or if the 3 is running 15 minutes behind or 10 minutes ahead.</p>
<p>The only option left is the 26X. This bus is almost full when it gets to me, the next stop after it's full. It's not sustainable. With the additional cuts of the riders who take the 26, 31, and 16 from the area this route will not be able to absorb the influx.</p>
<p>I am worried about the lessened pick up times for route #7 and #9. Currently, I am able to take the bus for the errands or shopping that I have to do on Capital Hill. I will no longer be able to take the 9 from the ID to Capital Hill. Furthermore, if I am up late socializing or for a work event, the wait time for the #7 may be up to an hour. I will be much less likely to choose the bus if I know the wait time could be that long. (For safety concerns.) Alternately, I could choose to ride the 48 or the light rail to the Mt. Baker station and walk 3/4 mile home. This walk also is a safety concern.</p>
<p>Deleting one of my routes (#27) and reducing the other route (#14) will make my bus commute - which is already full during commute times MUCH more inconvenient, and none of the alternatives (taking another route, walking further) alleviates that.</p>
<p>Because of the intention to cut the 72, I would be forced onto the 372, because all other options are too far to walk with two preschoolers in tow. The 372 is already crowded with University of Washington students. I am just a regular commuter/passenger, so my intention is to get downtown. If the cuts are made, I would have to transfer buses in the U District with two small children. I've done that before - it's neither fun, nor safe - the bus stops are too close to the street for me to feel safe, the people that hang around bus stops in the U District do not make me feel safe (for instance, in previous years, I would bus my children to/from daycare in the U District; there was a homeless man who sat there nearly every day, who was picked up that year on charges related to a multiple homicide on the east coast - my children were less than five feet from this man on a daily basis). I don't mind riding the 72 from my home to work/downtown for either commuting or recreational purposes, even with kids in tow, because it's a short walk to/from the bus stop and I don't have to transfer buses, which is not ideal with small children.</p>
<p>The 113 take 20 minutes to downtown. Now they are suggesting I take route 60 through Georgetown and South Seattle. This will take more than 60 minutes.</p>
<p>There is no transit buses that cover the area near where I work.</p>
<p>I do not have a driver's license or car, so I will not be able to use RideShare or CarPool.</p>
<p>I have limited time in the morning in which to catch a bus. With fewer buses I probably won't be able to catch one. Also, I often need to sit. If a bus is standing room only I may not be able to ride.</p>
<p>As far as I can tell, there will no longer be an express bus that connects north seattle to Redmond. This requires me to take at least two--maybe three-busses to reach my destination which makes my commute time far too long. I'd just drive instead.</p>
<p>The only option is something available for elderly riders.</p>
<p>They're not as good options.</p>

<p>If I take an alternative route, it's completely out of the way and it will take much longer to get home than it does now.</p>
<p>Rerouting of the 50 bus is not an major issue since the commute home will require still require one transfer with the proposed changes. Loss of the 37 bus is a major issue for my commute to the office. No viable alternative would exist for the morning commute to the SODO district as the trip would require two buses.</p>
<p>I am not willing to make 2 transfers or get out there for the bus so early and then it takes so long. Not reasonable for a world class city.</p>
<p>Because the bus I need to use is STANDING ROOM ONLY. It would take me 1/2 hour to catch a bus at the beginning of the downtown route to get a seat on the bus. Some riders are already doing this.</p>
<p>Van Share or Ride Share for occasional trips isn't feasible. No other busses run on this route, either.</p>
<p>Because massive chunks of residential neighborhoods are cut, which destroys trade at local stores.</p>
<p>It is too far to walk to the bus stop, especially in cold weather or when carrying packages</p>
<p>Taking the bus will no longer be convenient for me. A nightmare in fact!</p>
<p>Only option is #43 which is already full with students. The ride will be cramped and uncomfortable and will likely not get on most convenient bus and have to wait for later buses. Also, connection is not desirable. Connection is in a less safe location than the #12 connection to 554.</p>
<p>I will have to walk an additional 20 minutes to get to the 73, and an additional 12 minutes to get to my place of work from it.</p>
<p>If they eliminate the 205 near my home early in the morning the only alternative will be to drive to the Park & Ride.</p>
<p>They are much further away and just as far as walking to the nearest transit center (1-3 miles), the buses provided do not run as often as the ones at the transit center, my husband works a different schedule and takes our only car so he can't drop me off, even if I had another car I wouldn't drive to the transit center and park it there because I've had a car stolen from there, I could take Car2Go but if I do that I might as well drive it to downtown instead of the transit center.</p>
<p>The alternative is the 181 to the FWTC. Waiting for two buses now will take up too much time. Plus concerns regarding parking issues at the park & ride.</p>
<p>No parking at 370th F.W. Park 'n' Ride.</p>
<p>Parking is not available at the transit center. Too much time to get to work. The amount of time it will take to walk further.</p>
<p>Without the 5 Express I will no longer consider taking the bus a viable commute option. It would just be too inconvenient and slow to take the 5 local.</p>
<p>Combining 4-5 routes and 2 additional stops onto the 177 is going to make the bus unreasonably crowded.</p>
<p>Because I have to use my cane to walk.</p>
<p>Actually, what are my rider options?</p>
<p>Too far to walk and the hills are steep. My walking ability is limited.</p>

<p>there will be no direct buses to/ from my destination. the transfers are very inconvenient and out of the way. I will have to go farther just to get a transfer and then circle back (going to work). Getting home from work there are no good options.</p>
<p>I tend to miss the bus if I have to drive any distance to a P&R so I end up driving. Having to take more than once bus adds too much commute time...so knowing me I'll end up driving. If it's too uncomfortable and challenging to take the bus I'll drive.</p>
<p>In the trip home, the bus will not go by my residence as I return home late night/early morning</p>
<p>Any other options would require me to to walk several miles</p>
<p>I would have to walk at least a mile at night to get home.</p>
<p>Route 67 or 68 is the alternate route I take, then transfer to the 303.. Route 67 & 68 are scheduled for cancelation.</p>
<p>Because you are eliminating ALL of the bus services I use. I am not a young person, I can't walk miles and miles to get home. This is preposterous.</p>
<p>The solution is to wait longer or walk further (which takes time). Neither of those are valid options because it will cause me to miss the last Sounder train. That makes the commute via the bus not practical. The sad part is that I can get from Auburn to King Street Station reliably and in comfort, but I'm going to have to give that up because I can't get from King Street Station to the other side of Seattle because of Metro's changes.</p>
<p>the bus doesn't go that far north... the 70 doesn't go north</p>
<p>It will take me a lot longer to get to work which already takes an hour. This route would not be feasible and finding alternate means besides bus might be my only option. I don't want to have to ship my car up!</p>
<p>The proposed changes will increase my travel time to an additional hour on top of what it was before if I were to bus from my current location. In addition, if I wanted to take a more direct bus to my destination I would have to drive 20 minutes to another park and ride that offers a direct bus. That is one more car on the road that doesn't need to be.</p>
<p>Because I go downtown between work and home.</p>
<p>The timing of the other options does not work for the current practice schedule.</p>
<p>The only buses that come anywhere near South Lake Union are the 26/28, without those there is jack shit for transit</p>
<p>It doesn't leave at the times I need it to and it doesn't stop near where I need to transfer.</p>
<p>The 358 morning buses tend to travel in a convoy. The lead bus will be 30 - 60 minutes late and there are sometimes 3 buses following. Third Avenue is jammed between BellTown and Pioneer Square. I quit taking the 358 when it moved to 3rd Ave from 5th Ave. I took it home one afternoon and got stuck in South Lake Union Traffic. The 355 exits I-5 near Pioneer Square ..a completely different destination than BellTown.</p>
<p>The C Line is already overcrowded even at 3 when I'm on my way home. Also friends of mine need to get to Admiral and will be forced to transfer buses twice in order to get home.</p>
<p>Having a shuttle numbered "132" will not deal with the capacity issue, since this route is full quite often. Cutting frequency during the afternoon and evening will also produce capacity issues, if riders don't give up in droves.</p>
<p>Inconvient</p>

<p>Because the 12 drops me off in a safe spot that is close to my next bus stop and my dad's office unlike all the other options.</p>
<p>It takes too much time</p>
<p>Because I am going in the opposite direction when the service will be cut to one way during rush hour. Also, the more time consuming route I could have used to commute on is being eliminated.</p>
<p>Bus #236 will no longer run on my street. The alternative bus routes are too far away for me to walk to.</p>
<p>Because of new medical issues I will not be able to walk the extra distance to another route & there is no parking near another route</p>
<p>No other bus that I know of within walkable distance goes near my other bus stops.</p>
<p>Without the #12 the distances to get to 15th Avenue East is much greater, and up hill. The #43 is not always punctual and does not get me to clinics and shopping as well as the #12 did.</p>
<p>The buses being proposed are already full in the time frame I'd need to go to work, the extra people from other routes it just too much.</p>
<p>I will either ride the bus through a less safe area, or have more transfers and far too long of a trip.</p>
<p>Because they will severely reduce the convenience of metro bus lines, and will dramatically increase the distance I must travel to a bus stop, the number of transfers I must make, and the amount of time spent on the bus.</p>
<p>No. This, along with the other changes in the last year to year and a half, are totally making the bus no longer a rational decision. I'm intending to get a car. The change to the 12 will add an extra 15-20 minutes (if I make the correct transfers) or walk to get to the same destination. In the last 18 months, unless I am going straight into downtown, bus rides that used to take a half an hour, now take an hour to an hour and 5 minutes, one way. That's a two hour travel time. It's just doesn't make sense any more. The street car, light rail and bike lanes do nothing for north Capitol Hill and the changes to the 12 will make it worse.</p>
<p>There aren't any options late at night.</p>
<p>The walk is to far in snow and ice when carrying all work related equipment</p>
<p>The earliest bus that comes is the bus I use to get to work. This bus will be deleted(252). The second bus I take is also the first bus each morning. This bus is also being deleted(930). If the (930) would be saved I could take the (255) to catch the (930). My employment is on Willows Road NE in Redmond. The (930) is the only bus that will get me to work on time. I start work at 6:30am. I will lose my job if these cuts take place.</p>
<p>long walk uphill or transfers will lead me to find alternate transportation</p>
<p>The service for those alternate lines is being reduced, and those routes are already very crowded every time I ride; I have a disability and cannot walk that far on some days.</p>
<p>I normally ride the 55, which already operates only during a fairly narrow rush-hour period. If subsequent cuts restrict the operating times even more, I may have to rely on the C line, which is already over-used and usually full by the time it arrives at my stops (Alaska Junction in WS, and 3rd/Seneca downtown). If you're going to cut one of the 55 buses, please don't cut the first or last one of the morning/afternoon (i.e. keep it running for a large a time window as possible).</p>
<p>There isn't an option for my neighborhood.</p>

Takes too long now.
Lack of convenience = me driving (which may turn up to be a wash, if there are an increase in people driving...) :(
You're going to redirect me to the worst crime area in Seattle unnecessarily, you punks!
It is already standing room only.
Negatively affects quality of life by lengthening route time.
There are no other reasonable alternatives to get from Mercer Island to the University of Washington.
because i live far from the main road and i am a female. The next option to get another bus is to walk for 30 minutes to the park and ride.
Commute time would be too long.
3 hours round trip on a Metro bus and multiple transfers to get from Upper Rainier Beach to Seattle Center is not an option for me.
Because the cut in service times will Be inconvenient to me
Too far to nearest bus stop
unable to walk long distances or stand and wait a long time for a bus to come by
It makes no sense for me to use three different buses and spend much more time on the bus - I'll just ride my bike the whole way (12 miles, including steep climbs both directions - 12% grade) rather than use transit. Or I'll simply drive.
The people who normally take the routes of the proposed cuts the 178 and 179 will be forced to take either the 177 or 577 putting more people already on buses that are standing room only most mornings and evenings. I will probably have to stand if I want to catch a bus st 5 pm because there most nights there are no seats for these buses and adding the people from 2 more buses will just make it worse.
It will be an inconvenient increase in travel time on the bus, travel time from my bus to final destination.
The C line will be impossibly overcrowded and late (it already is before the revisions!), I often work late, past 6:30. Currently the 21 local is a post 6:00 PM option but the service cuts will make the home trip so unreliable that I will drive instead.
wheelchair
Still requires unsafe walking distances at night.
The 214 buses that I ride (generally between 7 and 8 am and between 5:30 and 6:30 pm) are routinely standing room only. That problem will only increase if the proposed reductions are made. The alternative (Route 554) is similarly crowded. So the only real "option" will be jamming onto an already crowded bus, waiting for the next bus (which will be an even longer interval if service is reduced) or going back to driving my car into downtown.
The only option offered for those of us who are south of the junction was the C line. I would have to walk from Dawson to Findlay to board a C line then transfer at the junction to the 128. This would be equivalent to just walking from Dawson to the Junction and so makes no sense. The return trip with heavy bags of groceries would run into the same situation unless I was traveling back after 9pm when I could then ask for a courtesy stop at Dawson. I do not drive so this is really going to be terrible for me.

There are no rider options offered for elimination of reverse peak Route 121 -- WHICH I AGREE WITH 100%.
They don't go to where I need to be dropped off at.
My issues will be time, having to wait longer and having no bus available late at night.
I work on Pier 70 so getting downtown on the route #11 and then transferring to a bus that goes back north to get to Broad or nearby will add a lot of time and waiting to my trip. I will start driving to work on a daily basis.
I currently have a bus, 8, that comes right to my house. Though in theory this would be the ideal route for my commute, it is often so late and off time table that it is near useless for planning. I take the 11 or 2 depending on when the One Bus Away app tells me is more convenient. These 2 will stop going all the way to Belltown, become more crowded as the 4 is deleted and other routes reduced. The 11 will be the only option but will come less frequently and be overloaded making it late. I believe ending the SLUT at 7 PM is plain stupid. People in this area use it to avoid walking the .5-1.5 miles to downtown. If it comes once every 30 minutes or ever 15 minutes that distance can be walked easily. What a ridiculous waste of money on the train to just make it nearly inoperable. I believe that this is a perfect example of bad prioritization within metro, do not make obsolete what took so much to build. Maybe utilize what we have instead of building and buying new buses. I was more happy with our system 2 years ago prior to rapid ride and the new, for new sakes, buses all over town.
They are too far away.
I use the 28 at other times as well such as when the express doesn't run.
Sounder doesn't always meet my time needs.
I do not live in an area near any of the suggested alternate routes
The 577 is always full and standing room. There have been times where I could not get on because the bus was too full.
Fewer runs on the 28X literally crushes the number of people inside the bus. Ride it once at 5pm from 3rd/Virginia and see for yourself.
Too far
I live north of 103rd the 28 will stop too soon
While it may work, with the amount of people using that one route alternative, I may have to wait a significant amount of time longer to even get on the bus in the first place.
The Madison corridor served by bus route 12 out to East Capitol Hill / Madison Valley is a unique line not near other routes.
They tak much more time and are too long
The bus stop is WAY too far away from where I live to make it even work. I don't know how you can expect people to drive to a bus stop? Or walk miles to a bus stop? This is a major, progressive city - how can we be cutting public transportation?!
My route is being deleted.
The bus does not run late enough.
inconvenient, takes a long time - waste of time.
The closet proposed bus stop is too far away from my home. It will be difficult during the winter months. Ri

<p>The "options" proposed eliminate weekend service completely. I prefer and, in fact, rely on weekend service to get to and from the majority of my destinations.</p>
<p>I am old and physically unable to walk and carry anything</p>
<p>It more than triples my travel. Time. We bought our house because of the bus service at the time. This is not acceptable</p>
<p>I don't see any evidence of "rider options" as the change to my route is a reduction in the number of runs, not a change in route.</p>
<p>There's no options or alternatives</p>
<p>I am a full time single mom with a full time job. I don't have an extra hour per day for transfers and waiting for 2nd bus/streetcar/light rail.</p>
<p>I currently use route 73 the most frequently to get to UW from NE 145th St. in the morning between 8am and 9am, and to get back home from UW after midnight because I have a job on campus that lasts until midnight. With the proposed changes, the 73 would only take me as far as the Northgate Transit Station, which is more than three miles from where I live (and walking the rest of the way home at that time of night is not very safe). Furthermore, the alternative bus routes proposed to go as far as 145th St do not run nearly as late as necessary for myself, so I essentially would not be able to effectively use the bus system to get home from work at night. I sometimes use the 373 to get to and from UW, but its service is not proposed to change, and I still wouldn't be able to take it home from work late at night.</p>
<p>The stop is not walking distance from my house for days I cannot get a ride also it adds an extra hour onto my commute - making driving in rush hour traffic more convenient than public transportation. It is a shame.</p>
<p>If you delete the 260, and reduce the 255, the 255 will be more crowded and likely to the point where they won't be room for everyone (people will have to wait for a 2nd or 3rd 255 to come before there is room to get on). It is already this way at times when the 260 has completed service for the day, if it is like this all the time people will be packed like sardines and quite unhappy with the situation. The 260 is faster during rush hours and helps to relieve the sardine situation on the 255.</p>
<p>Because that bus will also experience reduced service. If it's early and I miss it, there won't be another bus for an hour. If Metro can't find a driver for the route one trip, then I must wait an hour for the next route. I am better off driving into Seattle or at least to a park and ride several miles away.</p>
<p>The only option would be to take the 577 or the 177 and those buses are always full, so the wait will be longer.</p>
<p>I live at the end of the 21 route, there is no other bus that comes down here.</p>
<p>Will make the commute to long if forced to take the shuttle.</p>
<p>The First Hill Express takes me right to my school-I carry a heavy backpack! At least 6 other kids from my school catch this bus! This would be a catastrophe for me.</p>
<p>My bus is already SRO in both directions. I cannot physically stand for the whole trip on a consistent basis because of health challenges. Any cuts mean that people like me will have to drive.</p>
<p>because I am a senior and don't know how to drive.</p>
<p>I've already changed my work hours (which impacts not just my family, but co-workers as well). With the proposed changes, I may not be able to keep my job.</p>

You are eliminating the 132 where I will need it thus it will cost me my job.
I can't walk that far.
I will have to walk up a huge hill to get to the stop and reduced schedule may not work for my timing.
they will be more of a hassle
It will add an excessive amount of time to my commute. In addition, if I walk, it would mean 2 miles roundtrip of walking in our region that is frequently wet and muddy. I cannot go to work bedraggled, so I would probably end up driving a significant amount more.
Technically, it will work to take the 50 and transfer to the C line or Link rail, but it will significantly add time. I own a car, so I have the option to drive to my destination, and I will likely go back to doing that.
Based on the proposed route change for 234, the alternate "rider option" is based on the "revision" of my route which forces me to transfer to another bus and I can only hope your "master schedule planners" take that into consideration so those people transferring at the Kirkland Transit Center from the 234 to the 235 do not have 30 minute wait times in between. One would think Metro would be able to coordinate those routes such that the 235 will not leave the Kirkland Transit center before the 234 has arrived and vice versa on the return route.
Too far and not at the correct times
there will not be any service during the other times than peak times.
I am 80 years old. I can only walk so far, don't bicycle and don't drive a car anymore. The bus service is my independence and access to quality of life!!!!!!
It entails walking much further or waiting longer. Neither are acceptable options.
There will no longer be a bus close enough to walk from my home that goes downtown Seattle. I cannot drive at night so will not be able to get to bus in winter!
My wait time for a bus has doubled to up to an hour.
Key bus connections will be eliminated and no longer serve 148th Ave in Redmond, so I'd have to walk from the SR 520/40th Street off-ramp.
My route is already at least an hour long. Anything longer will be prohibitive.
It will take too long
The proposed route is just ridiculous. Why would I take the bus and spend an hour to go 5 miles when I will be able to get there in 15 minutes with my car. The proposed option includes a transfer. In my experience, Metro is too unreliable to assume my transfer would happen within a reasonable time, so I would end up waiting at the transfer stop.
My route is deleted! Totally deleted! It would be better if it just went 1/2 or 1/4 time or something.
The Eastgate Park and Ride is an unsafe walk from the Bellevue Campus in the dark (see crime rates)
Shuttling and coordinating transfers at night, at already unsafe areas of town makes it impossible to consider waiting around in the dark as a solo woman
Transfer of a bus extends a 30 minute drive (40 minute bus ride) to a 60 - 90 minute commute by bus with a transfer. I will drive instead
Vanpool and Rideshares are unsustainable at my workplace due to the variable scheduling of a majority of the workforce.

<p>The walk to and from the stop is too far and adds too much time to my commute. I currently take an express which will not be an option and so the time on bus will be longer.</p>
<p>Both buses that go on Willows Rd will be cut. If I take a bus to Redmond Transit Center I would have to walk 3+ miles from there.</p>
<p>unsafe to walk to the new bus stop. 45 to hour bus ride to downtown, when I only live 20 minutes away.</p>
<p>I will have to allow much more time in order to assure that I will get to work on time. In the current cony I can't risk being late to work for any reason .</p>
<p>If you eliminate the 4 and the 27 and reduce the 3 and the 14, I will have a much longer and much more crowded wait and bus ride. These routes are already so full throughout the downtown corridor and near Harborview. These cuts cannot happen in this neighborhood where so many people rely on the bus. Why does Ballard get to keep so many express routes while my neighborhood has none?</p>
<p>The proposed option includes a trip that takes me in the opposite direction from where I need to go. Plus, then I have to transfer to another route. I have no faith in Metro's ability to maintain a schedule where those routes align so I don't have to wait 30 minutes for a transfer. This proposed option will increase my 5 mile trip from 20 minutes to 45-60 minutes. It's utterly ridiculous. I will end up driving and paying for parking.</p>
<p>The alternative would be to take the #48 and walk home through a high crime area.</p>
<p>Because the only route I can take from Capitol Hill to Beacon Hill is the 60. Even if I were to take a bus downtown and take the 36 from there, they are cutting the 36 service at midnight, and many nights I don't get off work until after midnight. This would force me to have to drive because I can't afford to take cabs every day.</p>
<p>transferring off peak in Belltown to another route in order to access Link Light Rail poses undue burden to travellers.</p>
<p>The alternatives will increase my transit time dramatically.</p>
<p>One (16) has me walking all the way around highway 99 to catch it. The other one is in South Lake Union and also requires big time walk around due to the Mercer mess.</p>
<p>The proposed options would add at least one transfer to my trip and would take about twice as long.</p>
<p>They eliminate the 121 ("reverse peak" deletions), which is the only option I have for getting from downtown to my place of work, which is south of the city on East Marginal Way S.</p>
<p>there are barely non commuter options between Seattle and Kent/Renton as it is</p>
<p>The light rail doesn't not take me anywhere near my desired destination. If I did use it, I would have to transfer to one or more buses.</p>
<p>If I have to walk 10+ blocks to and from the bus, it's no longer worth it and I'd rather drive.</p>
<p>I won't make it to work on time.</p>
<p>It will affect the time it takes to commute</p>
<p>This route does not help me or get me home safely. I ride the 14. I am concerned about walking home after dark alone in the winter.</p>
<p>The 48 will be too full. I already don't ride it home because it is too full at the end of the day.</p>
<p>My commute will be longer. It has already dramatically increased when the South Bellevue park and ride was taken out of route 211 and I now spend 2 hours a day commuting.</p>

<p>The stop is too far from the Lands End neighborhood and Lawtonwood where many customers around Discovery Park live. Customers would have to walk through Discovery Park in the dark in potentially unsafe conditions to reach the stop.</p>
<p>The other buses for the 72 do not follow the route home that I need in order to be dropped off at a safe location. Also, the 522 is more expensive and out of my way and does not allow me to stop and buy groceries at my normal store.</p>
<p>I would need to walk a half mile to catch the 255, then transfer at the Kirkland transit center to the 235 then transfer at the North Bellevue park and ride to a bus that goes to the Bellevue transit center.</p>
<p>Because it will make my commute way too long and very inconvenient.</p>
<p>I do not want to add a half-mile walk on top of an hour and a half on the bus!</p>
<p>The next proposed bus stop is much further away and up a steep hill. It will take 20 minutes to walk to and from the bus stop which will be prohibitive. There are no sidewalks in my neighborhood which requires me to walk on the street (safety issue).</p>
<p>Transfers to infrequent buses are rife delays and missed connections.</p>
<p>I think rideshares and vanpools are inconvenient and costly. I am not disabled or a senior so I cannot use the Hyde Shuttles.</p>
<p>#2 would no longer go north on 3rd Ave. I could transfer to another bus, which takes longer. Also- the proposed route now takes Madison. Madison is not very convenient to transfer since it's in between the University and Pioneer Square tunnel stations. Madison also has much more traffic than Seneca, so I expect the trip to be delayed more.</p>
<p>The problem with the option is that those buses are already standing-room full.</p>
<p>There will be significant added time and hassle to take a bus to downtown Seattle (via Tunnel); then walk to transfer to another bus to take me up to First Hill (and reversed on the trip home). Given my commitments after work, I may not be able to use transit and will have to drive my single-occupancy car.</p>
<p>I won't be able to go to the downtown Seattle in a timely schedule to arrive at my destination at the correct hours</p>
<p>Because I have to travel on one specific route each direction</p>
<p>Inconvenient</p>
<p>I don't want to make multiple transfers. That makes the ride too long and I might as well take the car.</p>
<p>Your rider options are not clear. Where do I find these? What are my options?</p>

<p>I have on occasion had to use the ride options to replace the 205, which consists of either a) riding the 204 to the north end of mercer island, catching the 550 to downtown, and transferring to the 71, 72, Or 73 to get to the UW (this takes more than 90 minutes, sometimes substantially more if the train is in the bus tunnel or something causes me to miss a connection) and requires a longer walk to work from where the 71/72/73 stops, or b) getting a ride to or driving my car to the park and ride on north mercer island (where there is often difficulty finding parking in the morning) to cut down one leg of the trip, which still takes more than an hour and requires a car. Neither option is feasible on a regular basis. The 205 already doesn't run frequently enough or at the right times to accomodate my commute on a daily basis. Eliminating it takes away the one convenient bus option we have to go from UW to Mercer Island. I understand the route is "low performing". I don't understand why you can't run a smaller, less expensive bus, or perhaps at least keep the highest performing time each direction, so we have at least some options to get to UW without requiring 3 buses and more than 90 minutes for what is a 20 minute drive under most circumstances.</p>
<p>If you eliminate the midnight #8 trip and end it at 11pm, I won't be able to take it, and I will have to use other means to get to/from work.</p>
<p>The times are not convenient and I can guarentee that the main route downtown (D line for me) will be completely overcrowded at the times I go downtown which means that buses will pass stops.</p>
<p>These options essentially close down Houghton park and ride, and there will not be enough parking in other park and rides to accommodate the influx of people.</p>
<p>It will take me over an hour to get from Kirkland to Redmond each direction.</p>
<p>There are no alternative options.</p>
<p>From my neighborhood, there will be no bus to downtown on the weekends. There will be no bus to Capitol Hill from my neighborhood.</p>
<p>There is no alternative, no other bus goes through my specific area except the 903, and the 181 is the only bus that goes from Federal Way to The Outlet Collection Mall in Auburn.</p>
<p>I would have to use light rail and walk a mile, for the return trip.</p>
<p>I already spend 3 hours a day commuting, with just one bus ride plus time spent waiting at bus stop to get a seat (at each end) plus time driving to park and ride. If I have to take two buses each way, it is too much, too long, too cold.</p>
<p>I am pregnant, and due in March. Walking the extra distance in the cold, dark, windy conditions just isn't safe, smart or reasonable.</p>
<p>The route gets me there, but there are too many stops in between, which increases my my commute time, which is already long.</p>
<p>This was the only route that would get me to UW in time for my first class.</p>
<p>My part of the route stays the same. I'm concerned about the cuts affecting others.</p>
<p>wThe 'rider options' for 37 would not work for me. I would have to get a ride to the C line. I have taken the C line when i missed my bus, and that bus route is already crammed. The proposed changes will put more people on already full buses</p>
<p>There are already limited options and options seem to be narrowing as the city funds continue to erode. We need to invest in public transportation and not cut it. More roads and expensive tunnels are not the answer for the future of Seattle.</p>

<p>The terminus of the 47 is currently across the street from my apartment. Due to additional walking distance to the stop (particularly the 43), additional stops (on the 49), and depending on how the 43 and 49 are scheduled (around 6:15am in the morning), I anticipate budgeting at least an extra 15 minutes each morning. It is not an insignificant amount in the context of mornings that already begin at 5:30am. Moreover, while I am not physically incapable of walking the extra distance to the 43 or 49, it is not an attractive walk most of the year since very few buildings offer rain-shielding canopies as many do in the downtown core. Further, while the aforementioned scenarios are certainly inconvenient, the crux of their unfeasibility as alternatives is the undependable timetable of the 43 and 49, and the absolute need for me to make the 6:50am Sounder, the final southbound commuter train in the morning, or fork over a \$90/day Zipcar rental to make it work in time. Above all else, the location of the 47 terminus and its short route mean a RELIABLE method of getting to the Sounder, rather than a route rife with unsynchronized traffic signals, riders of various bus-boarding speeds, and other variable factors that affect on-time performance of the 43 and 49.</p>
<p># 14 is up too steep a hill. # 2 is a long walk and will not be doable in bad weather.</p>
<p>Many more transfers and longer commute time, making it not a good choice of transportation.</p>
<p>I have other options, they just take twice as long as what I have now. Though with every cut that alternate option just takes even longer.</p>
<p>It will make my long commute even longer, plus I will have to walk a mile to transit each way, often in the dark and in the rain.</p>
<p>Would more than triple time of commute due to increased walking and/or requiring a bus change</p>
<p>There are no questions about the type of terrain. The proposed alternatives are up VERY steep hills and/or through unsafe areas in the evening.</p>
<p>No way to connect from South Kirkland to the B Line.</p>
<p>overcrowding, lack of frequency</p>
<p>I can't get to the other bus stop on foot.</p>
<p>The proposed route does not appear to be effective</p>
<p>Because the bus that I take is the most efficient way to get to downtown. It is direct, and has easy access.</p>
<p>It would take too long to get to work on time.</p>
<p>It will take too long and be too inconvenient</p>
<p>The high number of transfers, greater distance to walk, and greatly increased total travel time are not practical for my needs as a graduate student and teaching assistant.</p>
<p>My route is simple and on the main line of the route so, unless it is deleted, I suspect I will be able to get where I need to go. It may take more time. That said, I do worry because there are so few good transit options to travel west-to-east in Seattle. I am very worried about how changes to this route would impact others traveling further than me.</p>
<p>The amount of time that it will take and incompatibility with my schedule</p>
<p>The 355 will no longer go to the University District. Currently, I sometimes take the 48X, but that will be eliminated as well. In order to take the 48 for the same trip, I would need to allow an extra half an hour, and would need to transfer from either the 5 or the 355.</p>
<p>There is no service on the weekends at all for my route.</p>
<p>The proposed option does not get me all the way to my final destination.</p>

The alternative route will also be changed and reduced, and it does not go all the way to downtown where I have frequent meetings.
It is too far to walk to catch the 128
The total commute time will be too long.
I'd drive. The 8 bus is always late, or never shows up due to being stuck in traffic. I'd rather drive to work and spend more of my tiny paycheck to get there than waste hours of my life waiting for the bus.
While these will technically work, it will add at least another half hour in driving time onto the already 50 minute commute, This is to say nothing of additional time waiting for the transfer.
In general when I use any of the routes that are being proposed for deletion that trip is already inconvenient (i.e. it is long or challenging to get to the bus stop or from the bus to my destination). Adding additional hurdles of alternative rider options would, in general, cause me to cancel my trip or drive a personal vehicle.
Would not be worth the extra time spent taking, transferring buses. If cuts happen, would drive instead.
Because you will be eliminating at least 3 of the 4 routes I currently take. They are already packed, and the one remaining bus will be impossible to take because it will be so full of people.
It will take WAY too long to get to work!
There are only two routes that go to my neighborhood if they are eliminated I won't be able ride the bus.
Deleting service after midnight on route 43 makes it pretty useless for late night riders on Friday and Saturday nights (let alone any other night). There are no alternatives for late night bus travel.
269 is only bus that serves my area - need more service to North Sammamish from Issaquah
Your rider options do not address how I am using the route. I am taking the 60 from its northernmost stop in Capitol Hill to Georgetown and back.
not in my area
The rider options are much farther away or straight up hill, which are difficult with mobility issues.
The 40 takes much longer to get to Fremont than the 28 because it has more frequent stops. I walk to my destination (SPU) from Fremont.
You are cutting service of the 49 after 1AM. These buses are always packed from with people boarding in Capitol Hill and ending in the University District. I don't understand how you can claim that these routes are underused.
Because I am terrified of waiting ALONE in the dark at 23rd and Jackson knowing that is a rough area with frequent shootings!!!! TERRIFYING :(Will Metro supply me with pepper spray?
28express serves neighborhoods of northwest seattle that would not be reached by 355 or the 5.
Route 238 is the only bus to Lake Washington Technical College
No routes will get me to destination by 7:30am
The proposals I have read change the 14 to operating 6am-7pm. I have to be at work for 6am. The 14 is currently the only bus that services my area that runs this early in the morning.

I expect the routes available to be too crowded and slow to be suitable for commuting.
There are no options taking me from West Seattle to SODO. This issue is unacceptable, especially considering the large number of Starbucks employees who work at the Headquarters and live in West Seattle. SODO has a need to control the number of cars flowing into the area, and eliminating the bus routes from West Seattle to SODO will seriously complicate the flow of traffic and my and everyone else's ability to commute.
RapidRide is way over capacity when leaving and returning to West Seattle, thus if that is my only option I will choose to drive to work.
It appears you have totally bypassed the BusWay in the SODO district and the bus will now be getting off the freeway on Seneca and not Spokane Street. What are the people that work in the SODO district supposed to do now?
It would add considerable commute time to my day. I have trouble walking any distance, and do not want to be in downtown Seattle alone in the dark.
I have very erratic schedule (I'm a researcher) and rideshare doesn't work.
The synchronization between the 303 and routes 347/348 is not very good. The 347/348 often arrive just as the 303 leaves from Northgate Transit Center, increasing my wait time by 15 min or more. With reduced 347/348 service, this could be worse as far as I can tell. This will make me more likely to drive to the transit center to directly take the 303.
Because the route I take is always packed. You're going to displace a lot of people by altering the route.
Under the proposed changes, after 610pm on weekdays there is no reasonable option for me to get home from work with the deletion of the 21 local and the 22 w/ the 21 being much more useful than the 22. The closest stop is the C-line at just over 1 mile walk away. If an additional 21X were added to the evening commute, that would help.
The option provided would work with the following adjustments, I would have to wake up an hour and a half to accomodate the new walking distance and travel time. That is assuming that I would be able to get on the first bus that came by with the increased amount of riders who will inevitably be making similar changes.
I shouldn't have to transfer buses just to make it 4 miles to downtown Seattle.
The times between buses I take will be much longer - so while the route will still be essentially the same, I will be adding a lot of time to my commute. Also, the buses I take in the morning are already very full, so I don't know how making them run less often will guarantee I will even fit on the bus.
The proposed bus does not go to my destination, so it will require 1-2 transfers and an addiitonal 30 minutes. It makes rideing the bus inconvenient so I will probably need to drive.
It doesn't work now.
I go by a quarter system. My schedule changes. I plan on taking night classes.
It will take too much time to reach my destination. I won't get to work on time.
the original route of 271 covers 1.5 miles of walking distance between my house and EastGate P&R which has no alternative routes.
there are no alternatives
You are canceling my bus on the weekends- I will not drive my car and children to a differnt street to park my car to catch a differnt bus

<p>The options take longer, run less frequently, and drop me off further from my home.</p>
<p>I will lose direct, frequent, and late night access to Madison Valley by relying on the 11 instead of the 8. I don't understand why the 11 gets so little service.</p>
<p>having to transfer means waiting for the bus twice for who knows how long. it means running for the bus twice, getting rained on twice, not being able to find a seat twice. I moved to my current apartment because it was on the 8 line - a direct line to my workplace.</p>
<p>I RELY on the 3/4 for most of my trips. It's not fair that Metro will overcrowd the already packed buses and delete a very heavily used route. I work nights a lot of the time and I already don't feel safe as is waiting for bus at the bus stop.</p>
<p>FCS is incredibly isolated from other public options and my residence is not in vanpool streams that feed to this area.</p>
<p>If the proposed route is cut I will have to walk an additional 20-30 minutes to get to my bus stop, factoring in that I try to arrive 4 or 5 minutes early to the stop in case the bus is early, my 35 minute trip from home to destination becomes over an hour. This takes time away from me being home with my family.</p>
<p>I transfer from the Rapid ride C line to the #3 or #4. Those buses are crowded as is in the mornings and evening going to and from the 9th and Jefferson stop. With the removal of #4, I will have to alter my commuting hours in order to ensure I will have a spot on the bus to get to work.</p>
<p>The routes you are suggesting to replace the 167 will force me to go to the downtown area and then transfer to another bus to get to the University of Washington. This is going to DOUBLE my commute time, which is already over an hour.</p>
<p>It will just add too much time to the trip to make it a viable option. It's a 10 minute drive, taking the current bus it's a 20 minute trip, the proposed changes make it a 40 minute trip.</p>
<p>It will add too much commute time to my schedule and not be feasible for me with the added time it will take me to get to work</p>
<p>The schedules for the routes I use are perfect for my trips now. Reducing the number of trips or shifting the schedule so my current bus leaves any earlier or later than it does now will ruin that.</p>
<p>I currently ride the #60 with no transfers to Seattle Central Community College. Most of my fellow bus riders also take this route to get to SCCC. With the new changes, I will be forced to make 2+ transfers in a span of 5 miles. In some routes, I will be forced to go to downtown. I cannot afford to drive to Capitol Hill due to cost of parking and lack of parking.</p>
<p>I will still get to work but the extra time spent to and from will seriously impact my quality of life</p>
<p>Cause my trips are not always at the same time every day.</p>
<p>Eliminating the 21 eliminates most of the bus service that stops near Starbucks HQ in Sodo. I can transfer to the 131 and 132 and walk across the train tracks, but with those buses being cut to possibly once an hour, and the buses already being a little unpredictable, I think this is going to end with me having to purchase a car and stop using transit altogether just so I can get to work.</p>
<p>Am wanting the current route 255 to start earlier and end later than it currently does. There are no plans to change this from what it is today and I would like to see this changed - esp weekend nights returning from seattle</p>

<p>It extends my commute significantly. I already get very little time with my family, and this makes it even less.</p>
<p>I have tried your recommendations of "alternate routes". I quote them as they are horrible alternates and honestly make me laugh because whoever recommended these alternate routes has obviously never tried commuting via those routes before.</p> <p>I tried commuting from the Tukwila station for two months when I began my job at the UW. Though the train ride could be very peaceful (but very long) once I had to make the transfer to the 70's buses to take me to the UW district my mood completely changed EVERY TIME. I felt defensive as I knew people would begin to shove (someone elbowed me once cutting in front of me, to where I spilled my coffee on both them and myself) and cut in line, do anything they needed to just to get a seat on the bus. The same went for the bus ride home, which was a HORRENDOUS experience as the buses would perpetually arrive late - 5-15 minutes late or arrives early - 5-7 minutes early (corner of 43rd and The Ave) which would make me miss my connection to the train. On top of that the buses were so crowded the bus driver would have no choice but to skip the stop on Campus Drive because there was simply no more room. This goes without saying during football/ baseball/ and soccer season commuting down through the tunnels was nothing short of horrible.</p>
<p>There are no "rider options" identified to replace southbound morning trips and northbound afternoon tripe (reverse peak) for the 121.</p>
<p>The reduce service times and routes will only lead to increased ridership on the remaining buses. Due to my stop location, buses OFTEN pass me because they are too full. I have literally been passed by three buses before because they were all full.</p>
<p>We have no more cars.</p>
<p>The 13 is all very well, but it doesn't stop within 10 blocks of my home, and since I work in theatre and am often getting home well after 7 pm and sometimes not until close to midnight, that's an unacceptable and unsafe walking distance.</p>
<p>Time and crowded buses and trains</p>
<p>Not likely to take the bus when it requires walking more than a half mile before in the dark and in winter weather conditions.</p>
<p>I believe my only alternative would be to take route 131/132, with the closest stop still being a decent walk to my work place (Federal Center South).</p>
<p>The walk is too far.</p>
<p>It is not safe to cross and wait on Lake City in the morning, especially when it is dark and bad weather.</p>
<p>Time and convenience are paramount</p>
<p>The time increases to much to make it worth riding the bus system</p>
<p>I will have to now tranfer to another bus which with take extra time to wait around and that will make me late for work. I already take the first bus out of my area to Seattle without having to transfer and get to work on time.</p>
<p>Looks like service will end before I can catch the bus home (currently walk over 1/2 mile)</p>
<p>Route 25's alternatives are either too far to walk to or don't serve the transfer point I need.</p>
<p>At this point, I've lost lots of confidence in my elected "leaders" to come up with any public transportation funding. I'm willing to bet that most of you that came up with these plans don't even ride the buses, and you will not be affected/inconvenienced by these changes.</p>

<p>Deleting the availability of the #9 at the time I need it would force me to take the slower, unreliable and seedier #7</p>
<p>You propose to end the 27 bus and stop the 14 bus after 7PM. That will force me to walk home further than I do now, in the dark in an area that is not that safe.</p>
<p>Van Share is not an option. I need a bus form the bellvue transit center.</p>
<p>I live on the #47 route near its north end. If it is deleted i will have to go aprox. 1/2 or more miles to get to work or anywhere else in the citycar</p>
<p>It's ridiculous to have the current and proposed route 32 on 15th W as it follows the Rapid Ride D route from lower QA. Why can't the 32 be re-routed along 22nd W (the deleted route 31 section)?</p>
<p>The proposed alternative will take an additional 30 minutes each way. It will also include a lot more time spent walking from/to destinations.</p>
<p>There is no point in going all the way from Maple Leaf to the U District to catch the 70. At that point, I might as well hop in the car and drive downtown. It would be worth it to just pay for parking and save all the time from getting to the U District, getting a bus, and then having to transfer again before getting to my destination downtown.</p>
<p>Under the proposed changes, this trip won't be possible after midnight with the changes to the 8 and 7/49</p>
<p>Eliminating 306 in Seattle, will reduce available runs by over 20%; the buses are already full, and get delayed when there are delays.</p>
<p>I may support reducing service during the day but ending service early would effect many mall employees, as 90% of the bus riders around mall closing time take the bus.</p>
<p>The bus already takes much longer than driving to my destination. If I have to transfer lines (43->8) to get to work, this would add too much time/hassle to my commute.</p>
<p>If the 193 doesn't stop in Tukwila, my second option is the 161, which you'll cancel. My third choice is the sounder train and a transfer, which requires I go to King Street Station which is a safety issue. Not to mention the lack of parking spots at the Tukwila stop's park and ride. My fourth choice, the 150, will require me to walk a mile straight up hill, at times in the freezing cold and rain. Given all of the caregivers that travel to first hill, I would have thought trips to that area would take priority. As nurses spend all day on their feet, asking them to walk more to get to and from work is probably okay ...</p>
<p>Because riding the rush hour busses will extend my day to at least 8 hours for a 1 hour appointment at the VA hospital in Seattle</p>
<p>The issue is now where it goes (which is what the options given address). It is already a regular occurrence to see a 271 bus drive past a bus stop, because it can no longer fit anyone else (there can even be people sitting on the stairs at the entrance to the bus). Since the 271 goes through so many vital areas, I would already expect the crowding issue on the bus to get much worse over time, simply due to more people riding Metro in general. With the drastic cuts, I am actually starting to wonder if it would even be possible to get on the 271 after the 2nd or 3rd stop it makes in the University District (towards Bellevue).</p>
<p>Only one route that goes where I want to go.</p>
<p>Route 271 is being shortened and the only other route that currently travels the section being cut is route 217 which is being eliminated</p>

<p>The option set out for my neighborhood takes me about 1 mile away from my final destination. My suggested alternate route is the 11 instead of the 8. If I use take the 11 I will have to wait a minimum of 30 minutes to take the bus and then walk a minimum of 1/4 mile and wait to transfer to the 8. Also, the 11 runs downtown vs down Denny to SLU and Queen Anne meaning that only people that live on Capital hill will have access to a bus that runs to SLU and Queen Anne.</p>
<p>Vanpool and ride share are more expensive and challenging to arrange. I live too far away and people who travel the same direction come and go at different times.</p>
<p>None of the alternatives travels down 25th Ave. NE</p>
<p>372 and 312 only run on weekdays and only during peak commute times and I have classes on weekends. The other weekend options are too far away for me to walk to so I will have to drive to the bus stop and drive back home. I may just drive close enough to campus to be able to walk instead of take the bus at all. This is especially upsetting since I have no option but to pay \$76 each quarter for a WolfPASS</p>
<p>There is not a single route that will travel down 8th Ave between Market St. and NW 85th St., which means that my only option will be to walk from 70th St. to either Market or 85th. I am a law student and frequently carry 40+ pounds of books, so this is not a viable option for me. Worse, as a young woman I do not feel safe walking home from Market or 85th late at night, which I frequently need to do. Since I have no car at all, I will regularly be forced to pay for cabs or Car2Go in order to complete my trip home from the UW. It is VERY frustrating that 8th Ave. NW will be left without any bus service, while 15th Ave. NW will continue to be serviced by multiple routes. It is also very frustrating that you would eliminate the 28 rather than the 28X. Most of the people who use the 28X have cars and use the bus only to commute downtown, whereas those who use the 28 at times when the express bus is not running are often people who do not own cars and have no other options. I have no doubt that you have heard from more 28X riders regarding the proposed cuts, but it would be a mistake to think that this means that more riders will be affected by cutting the 28X than by cutting the 28. The 28 serves many low-income, disabled, and elderly people who are far less likely to take an online survey or email you regarding the proposed cuts than the commuters taking the 28X, and yet these are the very people who will be most hurt by the cuts. If you're going to eliminate one of the routes, eliminate the 28X, not the 28, or eliminate one of the 15th Ave. NW routes instead.</p>
<p>You are eliminating my route and with the added wait times and limited service, I am left completely out of luck.</p>
<p>I might as well drive to Seattle because all of the busses will be overcrowded. They are already crowded</p>
<p>In the case of the #1 not running after 7pm and the #2 north not running AT ALL, my only "option" is to take the 13 and walk at least 1/4 mile LONGER than I do now.</p>
<p>It will take double or triple the time to get to the bus, ride/transfer buses, and walk home. I would just start commuting by car to save hours and headaches from my day.</p>
<p>Some locations are only serviced by a single route or are steep hill locations with unsafe walking conditions.</p>
<p>The 70 will mean a transfer, which is not as efficient.</p>
<p>Having to transfer takes longer and is not appealing.</p>

<p>The other routes do not go to Broadview, where I live. I live near the corner of NW 127th St and 12th Ave NW. I use the bus stop at NW 125th St and 8th Ave NW, but that stop is proposed to be abandoned. The 28X is the only bus that goes to this area now.</p>
<p>When the Alki Area had a dedicated 56 bus route all day my commute was approximately 30 minutes midday. Currently with transfer from the C line to bus 128 or bus 50 unless it is timed correctly it can mean up to a 40 minute wait time at transfer points if the bus is late. Imagine this on a rainy day in winter. For transfers to work they should be 15 minutes or under.</p>
<p>because it will take too long to get to the bus from my house and too long to get back. Walking in the wintertime, north of 85th street with little sidewalks and lighting is already dangerous. To have to walk further will be even more dangerous. Your elimination of the 28X north of 103rd underserves the entire Broadview neighborhood who lives west of 3rd ave from 103rd ave nw to 145th ave nw.</p>
<p>The schedule for route 269 does not currently align well with the 554 outbound, and with cuts to the 269 it isn't likely to improve.</p>
<p>I need the express with no transfer to get to and from in time. No other bus alt works. I will have to drive if 304 is deleted.</p>
<p>I have arthritis and can't walk up the steep hill to Broadway to catch another bus.</p>
<p>It's still a longer walk.</p>
<p>I don't drive, the only other bus is 128 that takes forever and will require I take the eh light rail then wait for the 128. It's too far to walk between home to the light rail</p>
<p>5X is often so packed it leaves riders behind. 5 is also similarly packed. 5 cannot absorb all extra riders. 355 doesn't run often enough to be useful.</p>
<p>There is NO bus service from Campus Parkway to Northgate. There is NO bus service from Wedgwood to Downtown. There is NO BUS SERVICE AT ALL PAST 11PM, which makes it literally impossible to do any kind of nighttime activities ever. Your proposed changes will cripple my entire way of life. It won't be slightly manageable. The 65 won't come in at night, the 71 won't enter the neighborhood at all. The next closest bus, the 68, is also canceled. As well as the next several closest routes, the 72, 66 and 67. I strongly view these cuts as vindictive and punitive against my neighborhood. This is punishment, not budget management.</p>
<p>All buses in my neighborhood look like they are being canceled</p>
<p>I can't find a bus going on ne116th St</p>
<p>Too much time and the 120 isn't safe.</p>
<p>All routes on ne 116th St seem to be canceled</p>
<p>As far as I can tell, there will not be any buses running between beacon hill and Boeing field. I would have to go all the way into downtown, and then backtrack to get to work. This is really atrocious.</p>
<p>Busses are too crowded and I need to sit. Additionally I am forced to walk up hills in downtown seattle which is damaging my knees</p>
<p>It will increase the time of my commute by too much</p>
<p>The proposed vanpool/ridershare options are ridiculous for a 3 mile trip. I'll just use my car, and once in it for the whole trip. That will save me time, though adds to congestion.</p>
<p>The bus no longer runs during times convenient for my job.</p>
<p>You're just cutting the number of trips. There are no other options provided.</p>

<p>The proposed "alternative" will take over twice as long. The route 355X that currently runs via I5 gets me to my destination much faster than if I were to take the 48. It doesn't make sense to change the route from 355X from I5 to Aurora bc it services the UW Seattle Campus and it consistently full; meaning it is in high demand from mass transit users.</p>
<p>Too far to walk to new stop in an unsafe neighborhood.</p>
<p>What options are there? Didn't see them. I can't estimate how long I will stand and wait if I can't be sure how many full buses will pass me by before I can get on one.</p>
<p>Having to transfer from the 355 to the 48 will increase the overall trip time to make it no longer convenient to use the bus. A car trip will become the more convenient option. I also formerly rode the 48 when I lived elsewhere, and that bus is overcrowded and chronically late.</p>
<p>I work late evenings and weekends, and as a woman I am concerned for my safety. If the walk from the bus stop to my home is too far, I don't feel it will be safe for me.</p>
<p>There are lots of people who work in the U district and if you stop running the 355 on I-5, I cannot get to work!!!! I pay alot of money for a bus pass and wont be able to get in! I'll stop using transit altogether.</p>
<p>The reductions in service will cause crowding on other arterial busses. The "rider options" do not address this.</p>
<p>The revision to 355 takes it completely out of the U district. The "rider option" is intended for a completely different part of the city and will not help me.</p>
<p>The bus alternative suggested is not only further from my home, but further from my destination. Additionally, because the proposed alternative goes downtown, it will be more crowded. Between that and the need to change buses, I can't see myself taking the bus if BOTH my routes are eliminated (66X and 67).</p>
<p>Wait time will increase too much</p>
<p>Actually, it's a split, depending on time of day, I catch the 234 or 235 to either the South Kirkland P&R or Bellevue TC to catch a bus (or buses) to UW, getting back, depending on time of day, I either catch the 540, 43/48 to Montlake & 255 home, or one of the 70s downtown to the tunnel, then catch the 255 home.</p>
<p>75 goes through campus and then stops at Campus Parkway, which is not nearly as fast or close as the 30 for my destination.</p>
<p>They are inconvenient and will likely also be overtaxed</p>
<p>I use the #8 to reach the Mt. Baker transit station to board Light Rail. With #8 replaced by #106 the leg where I board disappears. That requires me to ride #2 downtown and much longer trip to reach light rail.</p>
<p>The deletion of the part of the 8 connecting Capitol Hill and the East CD/Leschi will absolutely cut me off from reaching work and recreation. There is no way that I can take the 8, to the 43, to the 11, to the 14, as proposed. That is a ridiculous trip to get from Capitol Hill to where I live. I will have to move, costing me an enormous amount in increased rent payments and moving costs. I cannot believe this route is up for cutting. The next nearest direct route to Capitol Hill is 1/4-1/2 mile away in an area that I do not feel comfortable walking in as a single woman, particularly when it is dark out.</p>
<p>The deletion of the part of the 8 connecting Capitol Hill and the East CD/Leschi will absolutely cut me off from reaching work and recreation. I will have to move, costing me an enormous amount in increase rent payments and moving costs.</p>

too far away, not convenient
Because the convenience of the bus route is not an issue. The problem stems from the amount of riders taking the same trip. This means less space to sit or stand and/or having to wait for another bus to appear on time to carry us passengers.
The express buses are not option at the times I and others use this route.
Because it requires taking two buses. It is easier and will take less time waiting around, for me to drive to a further park and ride and catch a single bus.
Too far to walk in the dark without sidewalks
Reduced service and new routing makes the trip longer. I already spend nearly an hour to go from Kirkland to Seattle. It's already too long. I'd rather just drive.
All of my transit options within a reasonable walking distance are either being eliminated or significantly reduced. Hundreds of people in my neighborhood will have to rely on the same rider options, packing fewer buses with more people, and making it significantly more likely that there will not be room on any bus remotely convenient to my house. I expect I will have to drive significantly out of my way to a Park & Ride in order to catch any bus that is not too full for more riders. Even this option I consider to be impractical as so many cuts are occurring that all of us who choose to ride the bus rather than drive downtown for employment are effectively out of luck and will just have to either find the hundreds of dollars each month in our budgets to park downtown or dramatically change our commute in order to find a bus.
The increase in travel time via bus is too much. I'll need to start driving or stop sleeping.

36. Answer: I don't know – Why?

<p>Doubling or tripling my commute time is a hardship for me. Additionally, I have family who need my assistance in the morning and afternoon, and the added commute time will make it difficult to do that.</p>
<p>If some of the afternoon runs for the 17 will be cut, there will be no bus that I'd be able to take from Market St (where I get off) to my home on 32nd and 65th in Ballard. I'd have to take the 44 all the way to the end of the line and then walk 15 blocks to my home. This is not too much of a hardship for me, but it would be impossible for older or disabled riders. Moreover, if the 61 is cut, there will be NO weekend bus options for those living in my neighborhood without walking a longer distance (10+ blocks)</p>
<p>I have not found this information. I will look. Why was a trip planner not designed with the future eliminations and changes in mind so people could enter their destinations and see what the results would mean for them?</p>
<p>Two buses (71, and 76) serve Wedgwood now. Rather than cutting the 76 entirely, perhaps you could start the 76 at the corner of 65th St. & 35th Ave.? It makes perfect sense that running two nearly-empty buses through Wedgwood at the same time may not be economical for you. However, on 35th Ave. eastbound, both buses are pretty crowded.</p>
<p>I like the 66X to get from the northern U-district to downtown because it only takes 20 minutes. When I've taken other routes it's taken 35-40 minutes.</p>
<p>Kenmore Park and Ride is over capacity and Routes 522 and 312 are often at capacity.</p>
<p>The buses on this route are already very crowded. I am not sure if this will be an appropriate option for me. Also, when I graduate, I am hoping to be able to continue taking the 205 from Mercer Island to the First Hill area for a potential job.</p>
<p>It'll work in theory - it just means those routes are merged. No idea what that really means for timing and options.</p>
<p>I not only need to get to work but 3 days a week I take my daughter with me to her pre-school. The new routes would require that she walk close to 1 mile to get from the closest stop to her school</p>
<p>There is an option that goes where I need to to, but I suspect the buses will be too full to always pick me up.</p>
<p>I have no idea what the options are or how to find out about them.</p>
<p>I will have to drive to a park & ride. I don't like to leave my car at these places as break in are frequent and safety is not guaranteed. I currently catch the bus right in front of my house and get dropped off across the street I feel much more secure vs the alternative of going to a dark and sometimes secluded parking lot. Being a woman and having a routine that is so easily tracked makes you much more vulnerable.</p>

<p>On paper, the rider options seem like a viable alternative. However, in the Lake City area during the times I tend to travel, the buses are already rather full. With the proposed cuts, some routes will be eliminated (e.g. the 73 north of Northgate) and the "rider options" are to take another already-existing route (e.g. the 373). Well, the 373 has limited operating hours and is often packed. Having all the 73 riders take this route (or another overloaded route) seems like a problematic suggestion. It might be fine, but I'm withholding my final judgment until I see it in action. I expect to see the 373 pass me by because it is too full, frankly.</p>
<p>The 32 is being revised to stop running earlier and this is the bus I rely on to get home from Campus Parkway in the University District after evenings out. It already stops running from Queen Anne around midnight, which has required me to take taxis home from that area on occasion.</p>
<p>My main route to work will not be affected, however, I worry about my other routes. I regularly take the bus instead of driving to go downtown, go to the store, or visit other sites that I contract at. I also use the bus routes to go to and from the airport (the changes may affect that for flights that arrive later).</p>
<p>I take the same bus every weekday and the 372 bus route is not going to be deleted.</p>
<p>The wait time will be longer and I may not be able to make it to work on time</p>
<p>It's much further to the bus stop</p>
<p>I have not investigated these options</p>
<p>The alternate route is always late.</p>
<p>In the Fall, the busses are so crowded already, I've had to wait for a follow-on bus. The busses are so full, the riders have to stand. Sometimes there is no room for more passengers.</p>
<p>My primary concern is that the FW Transit Center currently doesn't have enough parking for all the people who use it. If people from the Twin Lakes P&R begin driving to the FW Transit Center, I don't know how there will be parking available for the additional vehicles.</p>
<p>It will work, but will require more transfers and longer waits. After that, I'm not sure if it will be worth it to me to take the bus.</p>
<p>It's not clear how the schedule and stops will specifically change. Also, given that the new rider option, the 73, is already quite full, I would anticipate even worse conditions on the trip (with potentially no room to board the bus by the time it reaches my stop) given that my route, the 67, is also frequently filled to capacity. Additionally, the longer walk trip to reach my bus on returning home means I must leave work earlier than I do now.</p>
<p>there is already less runs and over crowding on the bus. It is much less convenient especially in bad weather.</p>
<p>I expect to transfer from the 32 but the other bus route that i could transfer to would be the 28 which is also being deleted. The 26X does not stop on Dexter like the normal 26 does.</p>
<p>I don't know where the new route will be stopping or if I will have to stop riding the bus altogether</p>

<p>Downtown routes 252, 257, and 311 are frequently standing-room only by the time they get to Montlake station, which is where all UW employees going to the Totem Lake are will need to get on. Frequency reductions in these routes will make this problem worse and I don't think I'm willing to stand all the way home to Totem Lake on a daily basis.</p>
<p>A trip that now takes just over an hour will probably take longer, but of course, I don't know what the connections will look like for the 522 and the 372. I have no idea if I will be getting to UW Bothell just in time to catch the 372 or just after it leaves. This could turn a 60 minute trip into a 90 minute trip. I already leave my house at 5:45 am and get home at 6:30 pm. I don't need to add another hour to my commute time.</p>
<p>The current "best" bus route would be the 373X for my commute, but it does not run at times that match with the work schedule at UW and UWMC (it drops off at 5 or 10 after the half hour and hour instead of of 5 or 10 minutes before to fit work and class schedules). Instead I currently catch the 73 on 15th and 135th and would now have to go to Northgate, 20 minutes out of my way, thus adding to my commute.</p>
<p>I will just ride my bike. Maintenance of the bike works out to about the same cost in the end anyway. It's just nice to have the bus when it rains cause I don't have fenders, or if I get sick or something.</p>
<p>I have not seen these rider options! I do know that the last proposed change I saw included rerouting the 73 down Roosevelt in place of the 66 and 67 but for the other person living in my apartment who depends on the 66 to drop them near their workplace the reroute would affect that.</p>
<p>I haven't heard of such a "rider options" program.</p>
<p>Because I don't know the proposed changes.</p>
<p>They will work - but not as well. I am particularly concerned because the 5 p.m. (4:30-6 p.m.) buses are already full leaving the UW Medical Center stop on campus. I have had to wait for a second bus already. With this deletion I am really worried about crowding and ability to even get onto the alternate buses. (Specifically 372).</p>
<p>Are these covered by the U-pass? Where are these options? I have not been informed about the other options.</p>
<p>The proposed alternative routes don't stop near my neighborhood, so I would have to rely on others to drive me between the transit center and my home (walking isn't an option due to the distance and lack of sidewalks along the route).</p>
<p>It will be less convenient and more crowded.</p>
<p>I wasn't able to finish reading all the documentation, but reducing availability of the 71 - let alone where the stops are located - is really going to reduce the walk-ability of my neighborhood and my ability to be physically active during the day.</p>
<p>I can't find the rider options on the website.</p>
<p>The alternative routes may work but it would add more time and transfers to my trip if I decide to make my trip at a time of day when the 373 does not run.</p>

<p>I am able to take the bus to/from school because there are alternatives and frequent buses that go to/from my destination. I work full time and go to school full time, so additional walking time and fewer buses or possible transfers mean that I may end up driving rather than taking the bus. Safety is a major issue for me as well, since the area around University Way is not safe after dark and 12th Ave NE in particular is very poorly lit and not well traveled.</p>
<p>I'm concerned that while peak times might have increased service, the non-peak times will result in longer waits. If I have to work late or work part-time schedule around childcare issues, I'm not sure I'll be able to rely on the bus.</p>
<p>I am unsure where to find these proposed alternatives.</p>
<p>The changes to route 271 do not seem to affect me as I ride it from Bellevue Transit Center to UW. The changes to 70, 71, 72 and 73 will affect my ride to work. I currently ride the bus from 15th, or the Ave and Campus Parkway to Downtown Seattle to get to work at Seattle Center. I stand on these busses almost 100% of the time because they are already over packed with people. The elimination of 72 and less frequent comings of 70 and 73 will likely make this problem worse. I ride the 566 from Renton Transit Center to Bellevue on my trip to school (UW). I cannot find on the website whether changes of this route are occurring.</p>
<p>My concern is overcrowding on the buses. There are already times when people are packed on, and not everyone who wants to get one can. With the revisions proposed, I expect that the buses will be even more crowded and I may have to wait for a later bus if one is too full.</p>
<p>There is another route I could take, but it takes significantly longer, and I expect it will become significantly busier. I would probably just end up driving, even though that's expensive.</p>
<p>The nearest stop will be much further from my house</p>
<p>For the most part, yes. My trip back home to Georgetown from the UW can be made via the 124 or the 131/132 instead of the 106, which is being re-routed. However, the problem is that if the 124 ends service earlier I won't be able to get home at all from late nights at the UW - which are more frequent than I care to admit.</p>
<p>It depends on if I can manage altering my schedule radically to fit the longer route that is farther away.</p>
<p>My primary concern with this specific proposed change is there isn't enough parking at the Federal Way Transit Center currently. Removing the route West of the Transit Center will clog up the parking garage further. If I can't park there, I will likely switch to driving because it is standing room only for stops subsequent to this one.</p>
<p>All riders will have to take alternatives which are already crowded so many times the line would be too long to even make it into the bus.</p>
<p>All of my options will involve one of: * walking to farther bus stops * adding one or more transfers * nearly doubling commute time I will have to consider driving for my commute again</p>
<p>I googled "rider options" but did not find a specific definition for it. Please make the information accessible.</p>

<p>I have no idea were those rider options are, even though I've looked at the proposed changes section of the website</p>
<p>if I am to ride the one bus that will come to come to the UWMC campus, I will find that the bus will always be overcrowded. I have a bad knee, so the thought of standing for over a half hour doesn't appeal to me.</p>
<p>I have disabilities so I have to consider distance as well as the condition of sidewalks and the safety of road crossings.</p>
<p>With the deletion of Route 31, I would either need to buy a parking pass and drive my car all the way to work or look for a place along an alternate route where I can park my car for free all day. I haven't researched all of the alternatives yet for whether the latter is even possible. But there would be no bus service from my bus stop any more that connects directly to my second bus route.</p>
<p>the 73 might work for me IF it runs frequently enough on Roosevelt.</p>
<p>The added time and inconsistent bus arrival times will make the commute time too long for my uses. Anytime there is a transfer involved in the current system, one bus being late often means missing the connecting bus.</p>
<p>There are no rider options identified for the changes to route 125 going downtown, particularly for weekends when services are cut completely</p>
<p>Please do not cut/change the bus route 73. We live in Shoreline and need bus route 73 to commute to school (university of washington) and work (in downtown). We would like to have route 73 extend further north in Shoreline, instead of cut the route in Shoreline. If the route segment in Shoreline is deleted, it would be very inconvenient for us, and we are strongly against that.</p>
<p>My routes are not specifically affected so I would not need to use alternatives.</p>
<p>My ride to the bus stop coincides with my brother driving to high school. I will likely have to make other arrangements if my trip time is longer in order to make it to my classes on time. The longer trip time after school will limit my ability to work full hours at my job.</p>
<p>The bus routes I use are very popular and the buses are always full. If you eliminate them or plan fewer trips I will probably have to wait longer for a bus that is not full.</p>
<p>I can't see the proposed route path for the alternate. Is there a way to see it somehow? I may have missed it...</p>
<p>I looks like much longer wait times.</p>
<p>My commute time will be significantly increased. I may need to buy a car.</p>
<p>Depends on how the 234 is rerouted</p>
<p>I'm not personally affected by the change in this route though I have lived in areas that are. The route is majority of the time overloaded with people, to the point that it's unpredictable whether the bus can pick you up because it is too full. It often runs 15 to 20 minutes late no matter what time of day. Perhaps the changes to this route will make this particular route less overloaded though it seems that the alternate routes suggested will experience even worse overloading, simply shifting the problem around.</p>
<p>Looking at the proposed deletion of the 28, they suggest using the 28X or the 40. The 40 route doesn't fit my needs. The 28X works, but it runs less often, and I would have to walk several extra blocks to get to the stop where I could catch the 28X.</p>

The routes have already been cut so significantly that I can't imagine fewer choices than I have now will be an effective, comfortable solution for me.
Overcrowding will be my biggest problems. Other options or routes won't help.
I don't have time to constantly look up the changes that Metro makes. It is much easier to just drive and pay for parking.
It's a possibility, but will greatly increase my commute time.
It is suggested I take the 255 to the 540. The 255 is always full at Kingsgate and it partially defeats the purpose of riding the bus if I have to stand for half my trip. I would rather drive at that rate.
Changes are not done on the part of route I travel.
I haven't seen the alternatives.
It doesn't provide me with the much needed close to door-to-door service that I need with my disability.
I am afraid the number of buses on other routes will not be able to absorb riders from cancelled or changed routes and thus there will be too much demand leaving riders left behind at stops by numerous full buses passing them by.
So many buses in Kent are being cut, the only option I see is traveling to catch the Sounder.
I live in North Seattle at 112th and Dayton Ave N and I need to commute to the UW College of the Environment 3718 Brooklyn Ave N, Seattle WA. My transit options will be impacted as follows: Currently, if I choose not to drive, I would take the 355 > proposed the leg of the 355 going to the UW is eliminated Currently, if I choose to drive to the Northgate park and ride, I would take the 67 > 67 is proposed to be deleted. 73 would add additional time to my commute by heading north beyond the park & ride.
64 - if reduced it will be hard to catch one of the last buses home from Harborview. If I miss it, I'll have to take a longer route and transfer. Morning proposed reductions mean I may have to go to work much earlier than I need to, or the other option is to take two buses instead of one and increase my commute time. 2 to 3 hours to commute round trip Ravenna to Harborview each day?!
Located farther from the old stop and the proposed bus doesn't come as often; additionally, the proposed trip doesn't drop me off on campus but instead outside of campus adding a lot of walking time - it wouldn't change the time I'm on the bus considerably but will add generally to my commute because of the distance that I will need to walk to get to stops and final destinations (or alternately pick up transfers)
I don't know what the options are.
Timing may not be convenient based on my current work schedule.
The bus is often quite crowded during peak commute times, I can only imagine that deleting several of the complimentary routes would make this congestion far worse.
Due to these changes I won't be able to take the evening classes that I wanted to because route 238 was the one bus to Kirkland that came at 10PM.
i dont know the other options yet
I have not looked at the rider options but they can't be any better than the bus route I use now.
My trips are very time dependent and if I'm waiting too long I will be late to work or school.

I have not heard about these "rider options".
It really depends on how frequently the alternatives run. As it is now I don't have to worry about missing my bus or when I arrive at my stop for the 358 because another one will be showing up in 5 minutes.
Having done so on Weekends before, the long walk in the dark from 148th St is a walk that I find uncomfortable and unsafe. Walking just from the Bellevue College parking garage stop in the dark is a walk that is better lit, and I am more comfortable walking on the campus, where there is more activity than walking on dark streets, I am 68.
With a couple routes being cancelled it will cause the other options to be too crowded...i'm not sure it will work with the crowds and wait time.
Walking skill deterioration
I am afraid that the bus will be too full. As of right now, both the 5 and the 5X are usually standing room only. The proposed cuts include eliminating the 5X and cutting back on the frequency of the 5. I am afraid that the 5 will be too full, and that the bus will have to pass on stops because I can't take any more people, causing me to be late for work.
The bus routes that are being deleted stop one block from my home. The rider option route that is being saved is more like 5-6 blocks uphill. I do have some mobility issues so this will be more challenging. Also the route does not run as often.
How often does the 208 run in relation to the 554? The other day I got to the Issaquah TC after 4pm, from downtown, and the next 208 was not until more than 3.5 hrs later. That will not work well.
My option is to transfer from Metro to Link. That works fine in the morning--transferring from bus to train is OK. In the evening, I usually use the bus for the whole trip because transferring to the bus from Link doesn't work well. The bus comes every 30 minutes in the evening, so I could be waiting at Henderson & MLK in the cold and rain for 30 minutes (or more because the bus is often late), and it's not the safest place in town to wait. I assume the trip will be longer on the revised route so my bus ride home will be very long.
I don't know what the alternative options are. I'm sure that I will still be able to take the 5, but I am very concerned about an increase in the number of riders due to drastic service cuts.
I am not sure what the proposed rider options are for my route
Honestly, I'm sure it will be extremely incovinient. I already have close to a 3 hour commute to work so increasing that time will be a real issue.
I don't like the changes
The option doesn't work as well. I can walk to SandointWay to catch Rt 75 to get to the U-District and transfer to get downtown. But there is no way to go west on NE 65th Street to get to the library and grocery store.
Yes for my `home route', no for some others... Just glad you were decent enough to come up with an alternative for at least SOME of us 901 riders this time, instead of just deleting the route w/out any alternative(the ONLY! route that serves this whole West Federal Way AREA!!!), and stranding hundreds of people, like you tried to do last time!!
Adds morning walk time and decreases convenience; adds evening walk time and decreases convenience.

<p>I use the 4 to reach harborview by 6 on weekends. The website describing the cuts said there would be extra service on the 3 but it's not clear if it would run early enough on weekends.</p>
<p>I am not familiar with the proposed Rt # 106 which will supposedly cover for the Rt# 14 after 7PM.</p>
<p>You have already cut massive service to the SODO 1st ave corridor. Changes to routes I am now forced to take will make it even worse. Busses are continuously over crowded every day making for a dangerous ride home.</p>
<p>I'm not sure where I will transfer and if the transfer point is safe early in the morning and late at night. I'm also unsure about alternatives to getting to the 107. Will I be able change my work schedule? What about my school schedule - will I have to drive on school days? Will my wife be able to change her work schedule and drop me off at the 107 (which is not on her route to work)? Lots of questions!</p>
<p>I don't know what these "rider options" are.</p>
<p>I haven't seen any "rider options" for my current route. I need to get from Redmond to First Hill. I already know how to do it, my objection is the fact that it will be tremendously and uncomfortably over-crowded. If the bus comes to my stop and is already over-crowded, I may have to wait for the next bus in order to get a seat. I cannot stand up all the way from Redmond to Seattle and back again. I am 61 years old and have recently had knee surgery. I don't qualify as handicapped, but I cannot stand for over an hour on a crowded bus.</p>
<p>I have not heard about these options before.</p>
<p>OK for 76, not OK for 71</p>
<p>Not sure what would be available</p>
<p>I would need to look more into the rider options, but I have to consider everyone who rides the bus and their own individual situations, not just my own. This change affects more than just me.</p>
<p>I will have to walk over a mile each way to get a bus that I may have to wait longer for since it's trips are also to be cut down, I might be able to get on a different bus and transfer instead of walk, but it will be a lot longer wait and the first bus is also supposed to have it's trips cut down.</p>
<p>My option would be to take a bus that takes a longer route and stops a mile or so away from me destination.</p>
<p>The alternatives require walking uphill to the bus stop. My leg is injured and varies day to day how much pain I'm in. More walking, more stairs, or more uphill walking make it worse. I don't know how often I could you use the bus to get to work if I had to walk uphill to get to it.</p>
<p>The number of transfers to go from one side of redmond to the other is already approaching ludicrous. If I drive it is one road and one turn down another road. On the bus it's either walk about 1/2+ mi to P&R then two buses with about 10+ min wait between.</p>
<p>My rotations are in various locations and my future place of employment is uncertain.</p>

<p>Again, it's time based. With the fare increase (say 3.00 during peak), I'm looking at 6 bucks a day. I can get parking for \$8/day at my work. 2 dollars is worth not having to wait 30 minutes because the 24/33 got stuck south of downtown (like happens every single mariners game day, or any construction anywhere within 30 miles of Seattle). Frankly, if I have to wait for the bus to go all the way around Magnolia before reaching 28th and Manor, or ride the bus all the way around before heading downtown, I'm probably never going to ride the bus again. Uber is more convenient, and driving and parking saves me over an HOUR PER DAY. That's worth more to me.</p>
<p>Fewer buses means more crowding and fewer options. Buses are already packed.</p>
<p>I depend on transit for all my transportation for personal and professional activities. Learning about options takes time and attention which does not work well for a change of plans or an unexpected event.</p>
<p>I will be able to access these routes. However traffic times will affect my wait time for the buses.</p>
<p>I still need to get to the Issaquah or Highlands Transit Center from Snoqualmie, but am not sure if the 208 would provide appropriate times for me to get there.</p>
<p>My ride home at night already takes 1 1/2 hrs. Adding a transfer with the proposed change will make the commute unreasonably long.</p>
<p>It will increase my commute time. I live less that 5 miles form work, and this change could make my route upwards around 45 minutes.</p>
<p>Being the current route is the only route available, the proposed change is confusing and not helpful to maintain a prompt schedule with work and school</p>
<p>I must have missed the part that listed the "rider options" -- I would have to go back to look.</p>
<p>The new route isn't 100% clear to me. Also the change after 7 PM may affect me on certain nights.</p>
<p>Depends on pick up time at 3rd/pine (btw unsafe scary zone)... To the alaska junction to connect to the revised 128 to Alki. C line should coincided with arrival of 128.. Otherwise I'm stuck 60min or more waiting in the cold.</p>
<p>I would have to use 2 possible alternatives but these buses are always packed by the time they stop at the Tukwila Park and ride and they do not travel to First Hill</p>
<p>Walking to the P&R from my house would make my walk 3 times as long as it currently is, and I don't feel very comfortable walking that route in the dark, which happens in the winter time both for morning and evening commute. Additionally the P&R on the alternate route has very limited parking spaces.</p>
<p>I will have no choice but to walk nearly a mile to the nearest bus stop.</p>
<p>Some seem more convenient, but most seem to not cover my needs.</p>
<p>only occasionally = the bus transfer options is on a limited run. The 545 bus is currently very overcrowded, so I can not guarantee I will be on the bus in time to make the transfer.</p>
<p>You say route 232 will reduce one morning and afternoon trip however the number of trips will go from 9 to 4! How does that make sense? The info you put out is always so confusing!!!</p>
<p>Have not seen the options</p>

<p>The bus I'm taking now is the direct shot from Pioneer Square to Belltown. I don't have to walk far to the bus stop and I can get in and out of the bus with ease. If I have to use another bus I will:</p> <ul style="list-style-type: none">- have to walk farther to and from bus stops- have potential transfers- have issues getting off my stop due to over-crowding of the bus
<p>It really depends on the schedule. I have to be to work by 6am and the proposed changes seem like they will not support runs early enough to achieve this.</p>
<p>The options will "work." but will take more time and effort on my part which makes public transit less appealing and driving into work and paying \$4 to park in a garage more appealing.</p>
<p>I will not walk up a steep hill to Broadway to take the crappy 49. I often do not feel safe on that bus. My only option is to walk to Pine and take the 10 or 11 downtown, then transfer to the light rail or some bus that goes down 4th ave. Once again, walking in the dark in the SODO area does not always feel safe.</p>
<p>My husband leaves from Renton to East Marginal Way in Seattle around 5:30 in the morning and has to be at work by 7am. The options currently are already few and in between....</p>
<p>I feel the increase in usage of the 10 line is going to be insane. The 12 is generally standing room only during peak hours and most riders are coming to and from 19th ave. I just don't understand how the trolleys on the 10 line will be able to accommodate the increase in ridership</p>
<p>The identified "rider options" do not travel in the corridor I need most. I would need to take a different route.</p>
<p>It depends how the "new 2" will connect on 3rd Ave.</p>
<p>It's not nearly as convenient</p>
<p>It depends on what buses were reduced or deleted.</p>
<p>I believe that the deletion of the 5X will cause severe overcrowding on the 5, to the point that I will frequently have buses bypass me. I already have to stand very frequently and the stop after me frequently gets bypassed due to overcrowding.</p>
<p>I haven't seen any alternatives to the reduction of express routes during peak hours.</p>
<p>Because I have limited ability to walk.</p>
<p>It will depend on my total time (including waiting time) spent commuting. If this is too long I will choose to drive.</p>
<p>Because it depends on how the route changes will affect my travel time to work and school.</p>
<p>I don't know the new schedule for the 907 Dart</p>
<p>I have not seen, nor can find any rider options for any of my bus routes. These need to be more accessible if they even exist.</p>
<p>The rider option is to take the 106, but I am not sure where that transfer will take place or where it will stop.</p>
<p>I did not see any rider options when looking at the web site to see how to get home after midnight from downtown.</p>

<p>I currently catch the route 106 bus at 40th/Carkeek Drive S., but based on the map, it looks like service along Beacon Avenue will eliminate this stop. Will another bus route serve this area, or will I have to walk to Rainier Ave. to catch buses to Renton or downtown Seattle? Rainier Ave. is about a mile from my home, but I'd have to walk through a secluded greenbelt area to get there. I don't feel safe walking there at dawn or dusk.</p>
<p>With the proposed cuts, I will have to walk much further to get home from the only other bus that goes anywhere near my house. What concerns me is that walking alone, late at night doesn't feel totally safe. As well, it's almost a half mile to my house (the proposed cut route drops me 1 block from my house), which is a long way late at night, after a 9 hour work day and especially in inclement weather.</p>
<p>The route times are being reduced and I'm not sure which time will be eliminated; if it the time I ride the bus, I will have to either leave earlier or stay later at work, hoping that I can adjust my schedule accordingly.</p>
<p>The website doesn't provide me enough information about the proposed cuts and so I can't find routes that would work. Also, most of the suggested alternative routes are also being changed and/or cut.</p>
<p>Where are these "rider options?"</p>
<p>The reduction in route 71 will affect me when I am carrying groceries. I have knee problems and I get knee pain when I am carrying stuff. I usually take route 71 when it is too cold or I am carrying groceries. It drops me off in front of the house. However, with the service revisions, I would have to walk with the groceries from 15th.</p>
<p>My main route is slated for cancellation. The alternate single bus route I can take is already crowded by the time it reaches my stop. With additional routes being merged into it the bus is likely to be completely full and unable to accommodate more riders when it gets to my stop. The two bus alternate route takes longer and frequently misses the transfer by just a few minutes. Taking a bus to the Sounder station will also take significantly longer as the southbound bus times are such that there will be a half hour layover between when the bus reaches the station and when the train finally arrives plus the Seattle Sounder station is about 2 miles from my destination which will greatly increase my transit time inside the city.</p>
<p>The bus I would have to take is the 16, which is a mile from my home. I would have to walk to the bus in the morning and home from the bus at night, since parking around the bus is not available. I might be able to transfer, however I believe the two buses I would take from my home to transfer are also being stopped.</p>
<p>It will likely double the time it takes to make the trip to and from work.</p>
<p>Technically, they will work. However, the rider option for the 66 cancellation just puts me on buses that are already overcrowded in the morning when I commute, which may lead to having to wait for a few buses to actually get on, causing me to be late for work. The 70 is already overcrowded at the end of the day when it gets to my stop that that already happens frequently.</p>
<p>It will take more time to reach my destination because I will have to take 2-3 buses in the morning. I really want to continue riding one bus to the university. Looking at the situation, I can agree on reduction of rides in 167, but NOT ELIMINATION. Many many students and staff get affected if eliminated. PLEASE DO NOT ELIMINATE ROUTE 167.</p>
<p>Because the route really affects everything for me whether if I can get home for dinner or be stuck until who knows how long.</p>

<p>I read that the 158 will be replaced with the 157, but I have no idea if that bus will stop close to my house. It says it will go to the Lake Meridian P & R, as it already does, but I live quite away east of there, right near Lake Meridian itself.</p>
<p>I don't know how far I can walk as I get older. I hope I can still swim at the Y.</p>
<p>I did not see these options yet, I'll look, from experience from when I miss 244, I already know my alternatives and they are not good.</p>
<p>Not anticipating big changes -- but I'm LUCKY.</p>
<p>Uncertain of most effective alternative</p>
<p>I do not know what they are except cutting mu buses which does not work for all of us on the Eastside.</p>
<p>I am. I am sure how often the replacement routes will take because I have heard that the replacement routes will be running less often. That will make connections difficult.</p>
<p>It's currently 0.5 mile from my house to the 28 EX. If I have to go to the 5, that will be 1 mile. I all ready have a 1.3 mile walk on the other end. It adds a lot of time to my commute.</p>
<p>I don't know what my options are.</p>
<p>they're weird - the 16 goes by jp patches on 34th and that often backs up to stoneway. Why not just go up 35th where the 26 already goes, turn left to fremont and pick up at fremont & 34th, before going over fremont bridge. The proposed 16 up 34th from Stone Way would be a strange change to make: it's like user-hostile and unecessarily so.</p>
<p>You don't list which 56 runs will be eliminated, so I can't tell if the 56 will still meet my needs for arriving at work. Also, how late is late on the C line? If service is less frequent from 8 PM to 9PM, that will also affect my ability to rely on the bus anymore.</p>
<p>I work on the bus, so having to transfer buses totally negates that (not enough time on each leg to work on anything meaningful). If I don't have the benefit of getting work done on the bus, there's no reason for me to take it; busing takes ~30 minutes, and driving only takes 12, so might as well drive if I'm not going to be productive.</p>
<p>Working full time with a toddler, my time is very squeezed and I get to see my daughter very little during the week- adding in a walk to/from 15th and a transfer needed downtown onto the 43 will take an extra hour a day compared to walking to the 12 on each end. This will be hard to manage both because it will shorten my time with my daughter and the time I have to make a healthy meal for my family. The transfer makes the bus less reliable. I may incur late pick-up fees. I will probably use my personal car and car2go more often, at a cost to myself and the environment.</p>
<p>It really depends on how crowded the other service is. Also, I use the local stops on my current route and the alternative route is more of an express.</p>
<p>It seems like too much to wait for a bus, ride to a transfer point, wait for another bus, and then do it in reverse for a distance that is just over a mile, but with large hills.</p>
<p>I'm not sure what options have been identified.</p>
<p>I don't recall seeing this information on the website.</p>
<p>I can walk to work in about 30 minutes. If walking to an alternative route takes more than 10 minutes, I can probably walk to work faster than I can walk to the stop, wait at the stop, and ride in on the bus. You would likely lose me as a rider there by losing the revenue I generate by riding the bus regularly.</p>

<p>I am a wheelchair user and will have to cross at least one busy arterial, either in making the connection to another bus route or from the "destination" route to the actual destination--and I know vehicle traffic does not always stop for people with limited mobility, even if there is a marked crosswalk.</p>
<p>Because you haven't sent me any "options"</p>
<p>I need to research it.</p>
<p>depends on route and bus frequency</p>
<p>I use both the 28 and 28x. Extending the 28x route on 8th to Leary and 39th could result in a slower trip during the morning peak--the time when speed of service is most critical (i.e. getting to work on time). I'd encourage co-ordination with SDOT about signal prioritization. While 28x trips are faster, the times of day I use the 28 local--mid-day or weekend--it's usually fast enough.</p>
<p>Walking farther is not convenient but something I am willing to do within reason. during winter months when darkness comes earlier in the afternoon and stays later in the morning, I may not feel safe enough to walk farther to my first bus.</p>
<p>It will take more time and effort. If the weather is bad - I may just cancel the trip altogether.</p>
<p>I really hate waiting for a transfer at 3rd and Pine!</p>
<p>If the change to 193 took effect, I would have to take route 2 to reach the hospital (VMMC). From past experience, route 2 is usually very crowded I usually have to stand on the bus. I don't know if I'm comfortable riding this bus every morning to work like this.</p>
<p>I live above 103rd, where the 28EX's route is to be deleted. The alternative is to use the 5. That stop is much further away, requires me to cross two busy streets, and is already crowded. In addition, the already crowded #5 is scheduled to have its peak service reduced. Metro may no longer be a convenient option in light of all of these changes.</p>
<p>I don't think the options proposed for the reductions to #8 will be viable for me and the use I make of this bus. In the past year and a half I cannot count the trips I have made to Group Health while I have been in treatment for breast cancer. To have had to walk farther, transfer buses, and take much longer to get to and from my appointments, I think I would have resorted to my car.</p>
<p>I know what the other bus options are but they're simply too inconvenient for me to use. It would take as long to walk to my destination as it would to walk to the alternative bus line, take the bus, walk from the new stop to my final destination.</p>
<p>The parking for the train would become even more competitive to obtain than it already is.</p>
<p>It will add significant time and hassle at one end of each commute trip to either walk much further or drive to a bus stop (no park and ride available) and find parking before beginning the bus commute.</p>
<p>I am not sure that waiting the extra time for the 150 bus, plus walking the extra distance in cold wet weather between where the 150 lets me off on West Valley Highway, in front of Boeing, would be worth it. The increase in commute time would be hard to take, taking about 1.3 - 1.5 hours vs. .8 or .9 hours driving.</p>

<p>My daily commute time will be about 3 hours to travel 10 miles to and from my job. I will have to take the 19 or the 24 to Elliot, then cross 6 lanes of busy traffic to catch the 32. The last few times I tried this, I missed the connection while waiting across the street for the lights to change. This adds another 30 minutes onto my trip. And I believe the crossing is dangerous.</p>
<p>The walk to and from my place of employment from the nearest bus stop (under proposed changes) will be significant. Around a mile. Through areas that are not the safest. During many times of year in the dark. I don't know if this is a tenable solution. The elements during the winter will also surely be a factor. I will have to walk from E Marginal Way to 4th Ave S to catch a bus (since 1st Ave S buses were moved).</p>
<p>I have not received an email message about it.</p>
<p>there was no obvious link to this information on the web site. It should be a big, clearly labeled tab that riders should not have to hunt for!!!!</p>
<p>I have no idea how I will get up First Hill in the morning and how crowded the buses will be.</p>
<p>The proposed alternative results in a transfer and a much longer walk from my final destination, it is likely I would stop using public transit as this would make my commute too long and inconvenient, however I am not clear on how it would functionally work, so I would try it at least once.</p>
<p>At a minimum I will need to leave much earlier due to the longer length of the alternative local route.</p>
<p>I couldn't find "rider options" on your website.</p>
<p>Not sure 355x would be a better alternative</p>
<p>I am unsure in the safety of the areas I will be waiting. I am fourteen years old, and me and and many others depend and will depend on the #12 bus for many more years.</p>
<p>Each morning, I take the 6:20 ferry to Seattle, then the #12 bus from 1st and Marion up to 19th and Aloha where I get off the bus and walk to school, getting there 30 minutes to spare. I don't know if the alternate route would work for me as although the 43 gets us just as close to Holy Names Academy as the 12, it is quite far from the ferry and takes longer and I am concerned that with the walk and longer bus ride that I would not get to school on time.</p>
<p>I go to a high school with many girls that take the bus. We take both the 43 and the 12 to get to our transfer and both busses are packed right after school. I can't imagine fitting all those people onto just one bus.</p>
<p>106 will still be about 8-9 blocks shy of where i live and is very slow through Skyway. needs to be extended north for me to use. can't stand transfers for such a slow route. It would be much more productive if 9 was extended to Renton via Rainier Ave, instead of slow 106. If 9 could make a loop on Capitol Hill and extended south to Renton, it would be a route I and many can definitely use! Right now, everyone has to travel to the opposite direction to downtown Seattle and then transfer in order to get to Renton. Very inconvenient.</p>
<p>With the elimination of the route through Bellevue College the walk, when I take the bus all the way to the college, will be longer and I am more concerned about others who ride who are disabled or for the evening class students for their safety.</p>

<p>My route would lose some frequency, and since it is a heavily travelled route, and remains heavily used throughout the day (since it directly serves both UW and SCCC and indirectly serves SU) I am concerned about reliability of service if the number of busses per hour decreases. The route is already subject to lots of traffic bottlenecks and rerouting.</p> <p>The 43 is a valid alternative, but that is if I'm planning on using it. The stop where I catch the 49 is just far enough away from the nearest 43 stop that I can't go from one to the other spontaneously and expect to catch the 43.</p>
<p>My alternative to the DART 913 is the 150, and your website says the 150 will be changing but I don't know how it will be changed. Don't know what the changes will be to the 150.</p>
<p>there will still be options for the route I take, just that they will be even more crowded and come less often.</p>
<p>I haven't found the complete proposed services plan, only the map identifying which routes will remain.</p>
<p>I take the 306 or 312 express bus and am picked up at the last stop before the bus enters the freeway toward downtown. If you stop the 306 and expect everyone to fit on the 312 it will not work for the times I need. Currently, the 312 bus is often full. Between 8-8:30 am there are several 312 and 306 buses, so those of us that do not fit on the bus wait 312 wait for the next bus, which happens to be a 306. Often the 306 is immediately behind a 312 so the 312 picks up the riders until it is packed and the 306 picks up the remainder. Without the 306 we would be waiting for the next 312, which may also be full. This presents an unreliable way to get to work on time.</p> <p>During the summer months I would be willing to walk up to Roosevelt (approximately 1 mile) to catch the bus. I am not certain if it will be an express bus or not.</p>
<p>It will probably be easier for me to bike or use the light rail.</p>
<p>I'm much less likely to use the bus, particularly after dark or before sunrise if I have to walk further from my house and wait in a location that feels less safe. My current bus stop is in a residential area, close to my house, and the proposed changes would have me catch the revised 16 route somewhere west of Stone Way along N 34th Street, which is often devoid of pedestrian traffic outside of business hours.</p> <p>I'm also much less likely to take the bus to connect to light rail for airport trips, since this would require walking more than 1/3 of a mile while carrying/pulling luggage.</p>
<p>I am not aware of the rider options.</p> <p>For my route you are cutting off all but commute time traffic, keeping me from running errands downtown, meeting friends after the standard work day. Impacting businesses downtown.</p> <p>Everyone who could otherwise take the standard 21 bus will be CRAMMED onto the 21X.</p> <p>If I miss the last 21X after work/jury duty, I will have to walk 1/2 - 1 mile uphill to get home.</p>
<p>I have not seen the time schedule</p>
<p>Do not know how much route will be reduced. If I have to waste time waiting for bus and transferring downtown, I will drive instead and pay for monthly parking.</p>
<p>I get off work between 6:15 and 7:45 in the evening. My only current options are the 6:45 route 56 or the 6:45 water taxi or after that taking the Rapid Ride and hope the local 50 will be able to pick me up quickly. Generally the Rapid Ride plus the transfer adds 20+ minutes to my commute.</p>
<p>I do not have enough information to know for sure.</p>

<p>I ride the State ferry system. Currently Metro service is coordinated with the ferry system, both on Vashon and in Seattle. After the cuts, I do not know if any coordination will exist with a combination of bus and ferry service that will work with my employment schedule.</p>
<p>It will make my life more inconvenient. I will probably drive more which I seek to avoid by tasking the bus. It will mean increased transportation costs with gas, parking, etc.</p>
<p>I don't know what the "rider options" are - where are they identified? I assume I would have to walk further with heavy shopping bags if the #2 route is changed</p>
<p>I didn't see what the rider options are</p>
<p>The proposed solution will take much longer.</p>
<p>Did not see a rider option.</p>
<p>I couldn't find any rider options for 12.</p>
<p>It will be possible for me to use transit but because the amount of time it would take me from my house to my destination would be 30 minutes or less longer if I walked the entire trip, I would probably choose to walk. If I would be traveling in the afternoon/evening dark, I would choose to drive the whole trip.</p>
<p>The information states that the 15 Express will stay as is. My concern is the 15 Express is already crowded as is. Adding the D line riders to the normal 15 Express riders will be leaving people on curb side and unable to get onto the bus. I get onto the bus at 85th Ave NW & 15th Ave NW. A year ago you could still find open 2 seater benches when I boarded at 7:00AM. Now for the last 6 months they are all full and by the time you get to 65th (the school stop) it is standing room only. By the time it gets to Marked it is packed front to back. There are a total of 3 new apartment buildings (high density) that have been developed and are now populated with people. It has brought the bus service to more than full capacity. Decreasing the amount of D Line service will overload the already overcrowded 15 Express.</p>
<p>I am not the one being affected, it is the last pickup stop that is being affected. That is not the stop that I feel causes the problem, it is the 272nd and Kent Des Moines that cause the delay. It takes longer because of the timed lights to get back on to 15 from these stops.</p>
<p>may have to do more transfers - get a car ride</p>
<p>It already takes my 45 minutes to get from Westlake Center to Starbucks Center in the afternoon, where my child is in daycare. If the 116 and 21 are reduced or do not service downtown, it will take me too long to get there and I will drive instead, which I really don't want to do.</p>
<p>not enough information</p>
<p>From what I've seen, I will have less options to/from work.</p>
<p>I haven't seen any rider options for reduced night service on the C line.</p>
<p>The alternate routes are less frequent and will mean more than 1 transfer</p>
<p>I have not seen anything published on these options</p>
<p>The issue for me is the time the bus arrives. Often the 31 and 32 are late during peak times. There are fewer options for buses.</p>
<p>I haven't seen the options.</p>
<p>From what I understand, with the changes in Route 60, that would discontinue the leg of the trip to First Hill, etc, I would have to transfer at least once, presumably to Link Light Rail, or another Bus Route, and the First Hill stretch would be served by the upcoming Streetcar Line.</p>

<p>There is already a bad connection from Seattle downtown to First Hill: Bus #12 is always late, or does not come for more than a half an hour, not sure if #2 exists, buses #3 and #4 are just disgusting... not sure how bad could it get ... I'll ended up walking uphill from downtown? Bus #265 is the only one that stops near my work; it already affected me that you canceled bus that left downtown 9.20am.</p>
<p>It will be a lot longer walk than I'm used to, and I will have to get up earlier to take an earlier bus in order to get a seat, as I can't stand that long on the bus.</p>
<p>The true answer is yes, but it will not work well. My commute time will double. I will probably carpool with my husband more often than ride the bus.</p>
<p>I can take the 41 bus to downtown BUT it means walking 4 blocks from the Convention Place Transit station to my office building, where the 66X gets me within one block of my building. This may not sound like a lot, but I have a chronic foot injury, and some days walking 4 blocks is almost more than I can bear.</p>
<p>I can get to work on a different route but there won't be anything to take home</p>
<p>revised route/schedule not available</p>
<p>I don't know if Sound Transit will be affected by service cuts.</p>
<p>I am currently able to shop in Beacon Hill during my trip. The change will make the trip longer and will go through Othello instead.</p>
<p>Although I'm aware of other bus routes in my zip code, they are somewhat far away.</p>
<p>It means I will have to get in my car to drive to a stop. The c line is already packed to the gills.</p>
<p>It is a time factor--if I have to spend too much time on the bus, getting to the bus etc. Then it will be more worth it just to pay to park</p>
<p>need to look at the route map and see</p>
<p>I couldn't find those anywhere.</p>
<p>I only saw a map that noted that star lake was being skipped over. Didn't understand what my options where aside from having to drive 5 miles south to go north to the FW TC. This is NOT an option</p>
<p>Need to see about transfers and time factor</p>
<p>They could in theory, but that will depend on trip times and how crowded each option will be with fewer bus routes available</p>
<p>My commute time will increase to 3 hours/day.</p>
<p>The buses currently in service are so incredibly crowded I am lucky to get on them at all. Proposing other buses I can take doesn't help if those buses are so overcrowded they don't even stop to take on passengers, or don't run frequently enough that I can get to / from work when I need to.</p>
<p>I can't find the "rider options" on your website for route 114.</p>
<p>It will take much more time to travel to and from work.</p>
<p>On days that I have to work past 7 pm, I won't be able to take the 71 home. The option is to take walk from 15th or transfer to a bus on 35th. Either way, I would be walking about a mile which is a little too far for me (bad ankle).</p>

Not sure the frequency of the routes and concerned if I have to work late I won't have a route that will get me close to my home.
I do not see any such "rider options" for the 249. I see it for routes like 250, but not the 249.
I expect that there will be options, but my concern is that I'll have a long wait for a bus and the buses will be overcrowded. I have back problems that cause me pain when I have to stand on the bus.
I often travel to the airport early in the morning or late in the evenings. It is doable with just one transfer and buses running into the evenings, but if the schedule changes, I may not be able to get to the airport early enough or I may not be able to get home in the evening.
N/A
My route is slated for reduced service. I don't see alternatives except for waiting longer for more packed busses.
n/a
Not sure of time schedules
Because the park and ride fills up so quickly already.
I haven't read them. You should make these and the proposed route changes accessible while people take the survey.
I have not seen these "rider options"
I'm not sure how frequently the one remaining bus will come and how that will work with my child care schedule.
it will take up to 3 times as long.
It may result in me driving my car into from Kirland into Seattle for work.
I didn't see any rider options identified.
I was not able to see these - maybe because for the routes I use, there is only reduction, not deletion?
There are no other lines in and out of snoqualmie at the times I need. I would need to go at least 10 miles to a park and ride
There weren't any rider options listed for the 143. I catch the last bus going to Seattle in the morning at 7:00am. I would hate to have that one eliminated because I don't want to have to leave any earlier--I get home now around 6:45 or 7:00pm, making for a very long day.
It's an arduous uphill walk from 25th to my house, and I am elderly. It's also a long walk from my house to roosevelt for the 73.
I'm in good health. I can walk longer distances.
All of these routes (and the deleted 66X, 67, and 68) are crowded as it is. The changes are a net service reduction, which will lead to capacity busses skipping stops.
If Bus 167 is deleted, I will need to take 3 buses to get home. I don't want to drive. I have not seen the "rider options"
N/A - my routes are not proposed for deletion. But - they will be more crowded because nearby routes are being reduced or eliminated.
The C-line is an alternative, but that bus is SO crowded both ways during commute hours that busses sometimes skip stops because they are full. Plus, the ride is longer than my existing route, which is an inconvenience.

<p>There are other routes I can take, but I avoid them now because they are always crowded and seem to go excruciatingly slow during peak hours.</p>
<p>During the summer, walking about a mile to and from my bus stop is a time annoyance, but do-able. In the fall/winter months, that walk is in the dark without a lot of light. I would have a safety concern, along with the matter of walking a mile in the frequent inclement weather.</p>
<p>It may work, but my commute will take even longer than it does now and if traffic is bad, a long bus ride now will become even a longer bus ride. I will probably look into getting a job either in Federal Way or Tacoma where it won't be such a long commute.</p>
<p>I originally rode the ST 577. It got reduced to a smaller bus, and started to get way too packed, so I switched over to the 177/178, even though it's already a less direct route with tons of stops going through Sodo and downtown. If it gets rolled in with other routes, stops in Kent, etc, it's going to make my commute so long that it's not manageable.</p>
<p>The 67 and 68 buses went through the university and with the proposed changes, they won't anymore.</p>
<p>I'm not sure what these rider options are for my routes or where to find them.</p>
<p>Traffic congestion between the Northend and South Lake Union continues to deteriorate with each passing month. Further reducing metro lines will only compound this mess.</p>
<p>I don't think I will need other options.</p>
<p>Very awkward, inconvenient and time-consuming to have to take 2 buses. Much more walking. Invariably one misses the 2nd bus so much more waiting time. Much more walking in the pitch dark both morning and evening- not very safe. Will get home much later in the evening so much less time at home and with family. Will never know what time I will arrive home so cannot plan evening events.</p>
<p>I don't think these rider options will solve the issue of the bus being too crowded that sometimes the driver doesn't even stop to let on more people.</p>
<p>Didn't see rider options on the website</p>
<p>We are all either going to be shoved onto an inadequate number of 177s or are expected to spend over an hour getting to downtown. There will not be enough parking at the serviced PnRs. The RapidRide takes too long to be a viable commute alternative.</p>
<p>Too Few runs, not early enough</p>
<p>The Water Taxi only arrives from Vashon every hour. If the proposed changes are made, the wait time between arrival of the water taxi and the next 71 or 73 bus might be too long for me to get to work on time.</p>
<p>I don't think I will be affected by the changes to route 44</p>
<p>With the proposed cuts there will only be a single bus line that serves Georgetown and Mid-Beacon Hill, which will drastically affect the comfort and convenience of Metro travel.</p>
<p>The proposed option to the 68 is the 372. This is suboptimal as the walk from the nearest 372 stop to where I usually get the 68 is not very safe at night (you pass the location where the people were killed crossing the street in front of Eckstein Middle School, as well as the home of the shooter of the QFC wine steward.) I do take the 372 sometimes now, but don't feel it is as safe as the 68.</p>

<p>My "option" for this deleted route is another route that is changing, but the changes to it aren't clear. It appears that it will stop at 7:00 p.m., but I am not sure if there are also route changes. The cutoff will make it difficult to get home if I work late.</p>
<p>If it's not convenient, I'll drive</p>
<p>It isn't about if it will work. The increase in my trip will be tripled. What is now half an hour will take over an hour.</p>
<p>My daughter rides the bus alone, and I'm not comfortable with her taking the 111 into downtown and making transfers there rather than catching the 167 on the freeway.</p>
<p>The main problem I face is overcrowding. I frequently am not able to get on a bus home during rush hour because it is already packed. I thus have to wait for the next bus, which is also sometimes full. I may end up waiting at the bus stop for 30-40 minutes.</p>
<p>I have not looked at the "Rider Options".</p>
<p>While I will be able to take other buses, they will not provide the same level of convenience as the 8 provides for those who live on the east edge of the Central District and Capitol Hill. I will be forced to wait longer for the bus and walk longer distances to get to my usual destinations, which are almost all within a couple blocks of the 8's current route.</p>
<p>I'm mostly concerned about my route being over crowded. It is already to the point that they have turned away passengers and it will now be the only option for a direct ride from my area of the city to Downtown.</p>
<p>Less time options available and it involves 2 very short transfers which are easy to miss.</p>
<p>There are too many bus routes being dropped from Star Lake P&R into Seattle and I'm concerned that the 177 will not have the capacity to pick up all the riders from these routes that are already overcrowded. I take the 6am 190 bus in the mornings and already have to stand most of the time because the bus is overcrowded now. There is no way my route, along with the 152 and 192 are all going to be able to effectively be covered by an existing 177 route. To make matters worse, I will have to walk 1/4 mile to the 272nd on-ramp to catch the bus, which doesn't have the capacity to handle a large volume of waiting riders. I expect to have to wait in long lines there without knowing if I will even be able to get on a bus, as 272nd is the last south-end stop for the 177 route in the morning. It isn't reasonable to deal with the inability to get on a bus on top of a long commute. This will force people, myself included, onto the road in a personal vehicle, which is not the answer!!!</p>
<p>Metro advises that I take the 48 local, but it takes twice as long. Right now the express is competitive with driving to work, but the local is not.</p>
<p>There are no routes that connect with the 65 that would drop me near enough to the law school and I will not walk thru campus or from NE Campus parkway in the dark in the morning. 74 would work if I could change my schedule to arrive later.</p>
<p>Route 65 take significantly longer than 68</p>
<p>Have not been provided enough information</p>
<p>They don't apply to my route.</p>
<p>I don't know what converting to DART would mean. I take a bus 20 minutes earlier than needed to make my connection already because of over-crowding on the later bus.</p>

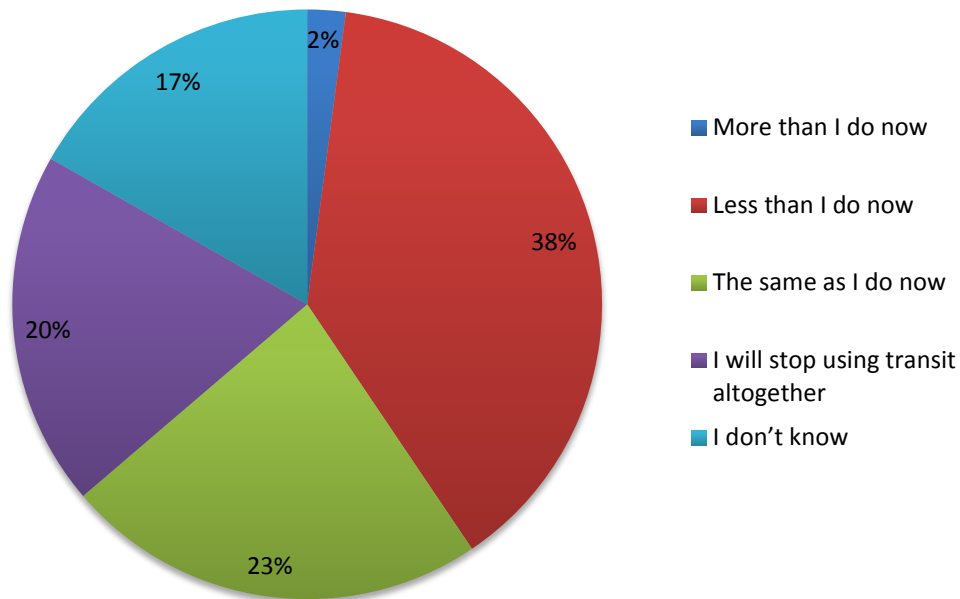
<p>Other routes drop off at further points in which require to walk. Time associated to get to work ontime may be disrupted and potentially alter my current route when transit not available (morning hours)</p>
<p>I'm not clear if the proposed reductions will impact my daily commute or not.</p>
<p>The D line could work-- but it would involve driving to it and it's a much slower route. Alternatively, i could drive over two miles to the northgate park n ride which is already incredibly overcrowded.</p>
<p>I didn't see these options listed.</p>
<p>Considering the 7 isn't the fastest route, and the streetcar isn't exactly on it's own right of way... if the 9 doesn't come as frequently, going to school will probably take a bit longer.</p>
<p>I could connect to the 236 from the totem lake transit center but there would have to be a connection with the midnight and 1am stops of the 255</p>
<p>Because it will depend on what time they run, and if it works for me. I will choose anything over driving but it doesn't seem like I will have another choice</p>
<p>The option is the 150 route. It has always left 1 min before my train arrives!\, makin me wait 14 min's. It's crowded and less desirable due to the number of stops and even some of the types of riders.</p>
<p>Because there will be LOTS more riders going to the same destination - but fewer buses.</p>
<p>The 167 is very convenient for my day to day travel.</p>
<p>I don't understand your route map for how the 33 and 24 will run and it depends on the timing of the trips. The morning 24s after 6:00 are crowded as are the 19s. Trips going home in the evening are also packed. You will definately lose ridership in Magnolia. Unfortunately, I can't afford to drive to work so I will be stuck with lousy service once the cuts are made. I don't know where you are getting your data from because other buses you are cutting are also very crowded.</p>
<p>I do not see any 'rider options' described on the proposed changes pages for routes 121/122.</p>
<p>From what I can see, the number of peak hour runs is being cut in half on routs 121/122/123. Currently the buses I ride are full with standing room only or nearly full. It's not a matter of will there be a bus. Rather it's a matter of will there be room on the remaining buses.</p>
<p>Hard to know what will happen between now and summer of 2014.</p>
<p>All proposed options are much further away, will require longer walking times, waiting times, and transfer times. All the options suck, and I have no other choices, and do not own a car . Spending 2+ hours commuting by foot and bus in rainy Seattle winters on routes with few or no shelters is really going to suck. YOU NEED TO FUND PUBLIC TRANSIT!!!</p>
<p>Will add 10-15mins to commute. My switch to driving</p>
<p>I have not seen the rider options.</p>
<p>The current route 8 is the most convenient way for me to get to work. Eliminating the southern portion of the route cuts off direct access from my neighborhood to the north downtown/South Lake Union area where I work. Taking the revised 106 route at the beginning of the trip will not only necessitate a transfer, but also I don't know the best options for connecting to my workplace from where the proposed 106 would end.</p>

It is unclear what transit option, if any, will be available on Vashon Island.
I don't know for sure but depending on the trip times and distance to the stop from my home the proposed 28 EX looks like it may work at least for getting to/ from work at the hospital .
I now have the 71 that takes me to UW for work and downtown for entertainment. Then I will have to walk much farther to get the 71, change to another bus for UW or downtown. This will result in uncertain transit times, certainly longer. Moreover, the 71 will not provide night service, which prevents our use for evening shows downtown. I don't recall if Rt 65 will give us way to get near enough to home.
Because it will be significantly less convenient. The alternate routes provided are already incredibly crowded at the time I ride the bus, often times people can't even board the bus because it's full.
I cannot understand the route change. #26 currently goes through Fremont at the Fremont Bridge . #26X does not go through Fremont at the bridge and is not accessible from there. It is a walk straight up a steep hill from the bridge to the #26 stop at Bridge street (near aurora bridge.)
I don't know what is meant by "rider options."
if the 271 to Issaquah is eliminated I'll have to drive to Eastgate (another 18 minutes to my commute and drive) or South Bellevue (another 22 minutes) that has minimal parking and with others driving there with their route cuts the PnR will be completely filled by 7:30 instead of 8:10 as current.
My daughter takes 927 from pine lake to Klahanie. The options do not allow her to get off at Klahanie.
It depends...for example, if I park at S. Federal Way Park and Ride, but have to leave early...no bus to my car. I'll have to transfer. It can already take 2+ hours to get home in the middle of the day.
I already drive 12-15 minutes to get to Kent Station to take the bus or train and hope it is not full. If the 158/159 are cut the competition for space on the train will get worse and trying to park in time to make the train will get even more difficult. The 150 and 157 are so slow it would take an extra 30 minutes to account for them which is ridiculous.
unclear which specific times of the day that are being proposed to cut for Route 252
I'm not sure the service on the alternative route will be frequent enough.
Without knowing the time of the proposed routes, I can't determine how this will impact my day and options.
Some of alternatives I take are being cut (e.g., some of 232 trips have already been cut, that are substitute for 237). Some of park and rides fill up very early.
You are stopping the 120 2 hours early. I often work very late hours in Bellevue and count on taking the 120 from downtown to West Seattle. This affects my life.
If the 43 isn't running for some reason and Route 12 is eliminated, it will be much further for me to get to the bus, and then I will also have to transfer.
The route 260 is getting deleted and 236 will not run on NE 116th Street, so no buses will be running on 116th at any time for me to get anywhere.
It will take too long. Most days, I don't have 90 minutes to commute.
It will work, but it will add two transfers (when no transfers were needed previously).

30 is the only bus that goes into NOAA. The only alternative is #75 which means a walk of more than 1/2 mile, often in the dark and regardless of weather.
I have not seen them.
The late night options need to be kept to not make people wait a long time at bus stops late at night.

37. If the proposed changes were made, how would your use of transit be affected? I would use transit...

Total Respondents: 2,308



37. Answer: More than I do now – Why?

The alternative routes to mine make additional stops and are often over crowded, More than once the bus has just passed by because it is filled to the max.
I'm already in a great stop with my route. Changing it would me more bus time.
I would have take a longer route(s) on days that I get out of school past 5.
Currently route 238 takes me directly to my destination. If route 238 was deleted I would have to transfer multiple times in order to get to my destination.
Would need to take more buses to different destinations in Seattle.
The walking distance at night from when I get off to my apartment will be further.
I have been using 271 now, and I'm living in near downtown Issaquah. If the proposed change were changed, I would have to take a long distance from Issaquah TC to my home. Moreover, I take night class at Bellevue College, and I might not be able to go back to home because if the proposed change were change.

<p>The proposed changes will make it far more inconvenient for me personally, as well as other riders I'm sure. I know the college I go to offers night classes, and having the 238 stop running even remotely close and ending at 7 would basically prohibit people from taking evening classes and more than double their bus to destination distances.</p>
<p>Transit is my only way</p>
<p>I have to ride public transportation, thats my only option</p>
<p>I would likely have to tranfer and my commute would probably increase from under 1 hour to 90 minutes.</p>
<p>Because I'm going every which way except directly to where I need to be. Proposed changes force me to spend more time on the bus.</p>
<p>I already said why!</p>
<p>I wouldn't use it more because I love the bus so much, I would be forced to use it more because I would have to take more routs to cover the same distance.</p>
<p>I will probably be forced to take transfer buses to complete my trips. I already don't like this because I am spending 3 hours a day now commuting as is. The proposed change will most likely increase my travel times to 4 hours a day.</p>
<p>I will have to change my route options and possibly have to transfer more than once to get to my destination.</p>
<p>Because I go to school.</p>
<p>I would have to catch more buses</p>
<p>Because I will have to take a transfer, doubling the number of buses I ride. I will also be riding the buses for a longer period of time, and at peak hours, instead of my current early staggered schedule.</p>
<p>I will have to transfer from one bus to another. I do not drive so just getting into a car and going to a transit center is not going to work.</p>
<p>Our transit system is very convenient, reducing the routes during the day is understandable, so is raising the fare but cutting late night service would effect my way home. I might have to resort to expensive taxi rides. Currently it takes me only 15+ minutes to get home, but with the proposed cuts to my route I would either have to 2 buses to get home and walk 1/4 a mile up hill that would take almost an hour, or take taxi. I would rather pay more for my trip to and from home than cut my route service.</p>
<p>Because I will have to take more buses and transfer times will be longer.</p>
<p>Since my husband needs the car to get to Bellevue, I have no other way of getting to work. I do not have co-workers I can carpool with from my neighborhood, and will have to figure out alternative options. Or I'll have to deal with longer waits on my commute, which means I will spend less time at home with my family and will likely put some strain on my relationships.</p>

37. Answer: Less than I do now – Why?

I would have fewer buses to use, so I'd have to walk or drive more.
I can currently take either the 73 or the 373 from my house to UW. The 73 will be re-routed so that I'll now have to bus to the NG transit center and connect to it. That will take longer and some days it will be necessary or easier to drive.
Because it is a reduction in service therefore patently less reliable. I'm considering finding alternatives and not paying for a bus pass that inadequately will serve my needs. I know people who do not take the bus now considering the cost of gas and the price of the metro fare, they have decided it's more cost effective to drive. Frankly I think while praised fiercely over the past many years, it is the private sector that will destroy the quality of life in cities.
I will have to find a way to reduce travel time and get where I need to go; I will probably have to ride my bike more... I am a university student in my 30's and I can not afford a car (and I don't really want to try).
I will have to find other methods of getting to the places I need, especially since cutting all of these routes will make the buses (including the 205, which often has standing room only, especially in the morning), much more crowded and the wait times longer.
Less convenient.
I will ne forced to move closer to my workplace. I cannot afford a car, and taking 3-4 hours out of my day, on top of 40+ hours a week makes me to exhausted to function
It would be significantly less convenient and unusable on days I need to bring my daughter to preschool.
Dealing with crowded and delayed buses is not appealing
For work, I don't really have a choice. But when I want to go into downtown or Capitol Hill on weekends, I will certainly be driving
By cutting 2 of the earlier buses leaving the U district, I will no longer be able to take an express bus home, which is so convenient for me, because I have to be home early enough to do my homework, and make dinner. By cutting off these earlier buses, I will have to wait until 3 o clock to go home, which is not convenient for me at all. that pushes me back 3 hours.
I have to remanage my time and change my schedule to fit for this change. I will have to wake at least half hour earlier to catch the bus. I don't want to mess up my live like this.
I would be forced to drive into downtown more often as bus service would be significantly slower than it currently is.
It becomes inconvenient -- not less convenient.
It takes me about 40-45 minutes to walk to work. In the summer, I can walk to work faster than the 70 can get me there during rush hour, if I count the fact that the 70 bus passes me up 1-2 times before I can fit on the bus. Because an overcrowded bus not only passes people up, but is also exceptionally slow. It has to stop at about every stop to let people on/off. And has to tell passengers that they don't fit on the bus. It also has to take time to squeeze every last passenger into every nook and cranny inside. I am concerned that these bus reductions will shift too much bus traffic to the 70, making my dread of the 70 bus ride not only year round, but also my only option. Presently, I take the 25 or 66 when I can, to avoid the 70. If the 70 is my only option, I will likely just walk 40-45 minutes.
it will be more convent to drive
I will have to drive on days that I have classes because I'm not waiting around for over an hour to catch a bus back to Bothell or transferring multiple times.

If I am not punctual to work I may lose my job, or have to find an alternative form of travel.
It will take much longer because the bus stop is further from my house
The routes that I use the most are either being reduced or deleted.
The routes that are most convenient to me will no longer be available - #25 is the closest route to my home, but I rarely use it because it runs so infrequently. I'd use this a LOT if it ran more often - but I'm more likely to drive because I might have to wait for an hour (!) on the return trip. Also, #12 is the closest to my youngest child's school (at Stevens) but since that leg of the route is slated to be cut, that option will simply not be available.
It will take too long to ride the bus, I will have to ride my bicycle.
I wouldn't be able to use the off-peak option of the 30 to get directly downtown
There are several bus routes that I use occasionally which would be deleted, making it necessary to drive to selected locations rather than take the bus.
The routes that I take are extremely crowded usually, almost always standing room, even to the point of not being able to pick people up because the bus is too full. If the routes were to be cut back this will only get worse and I would have a very difficult time getting a seat on the bus as scheduled and thus would likely be forced to find an alternate method of reaching my destination.
It will require more transfers and longer waits. After that, I'm not sure if it will be worth it to me to take the bus.
Taking an hour or more to travel a few miles, which I can make in 10-15 minutes in my car, is ridiculous to me.
It won't be running when I need it all of the time, I will be force to find new ways of getting around.
The changes will make is less convenient
For a ~10 mile trip, it is faster to take my bike than to take the crowded bus.
Because I would have to walk home late at night, since the transit service after 11:00pm is being cut.
see response above. My workday does not end predictably. Because of the chance that I might find myself arriving at the 7 southbound stop at Mt Baker transit station after 7, I would find alternates to taking that bus and waiting there. Perhaps I might drive to the station to catch the 48 northbound to UW
Please see above. Changes to existing routes will likely change when and how I choose to use the bus.
The proposed reductions in routes will make it more likely that I will walk to destinations (e.g., to the library, Northgate mall, Ballard), rather than wait for a bus. This change will make transit more time consuming, again reducing my overall productivity.
I expect that it would take me much longer to use Metro so I might switch to the UW shuttle.
I'm not willing to stand all the way from Montlake to Totem Lake on a daily basis because the downtown buses are packed by the time they get to Montlake.. It's ridiculous that Metro is not willing to fund a commuter bus from the University of Washington to a major point like Totem Lake.
I will only use transit when going downtown (33). Even that may be reduced because at times the frequency is too low or ends too early. My work commute will be changed to driving to work as there is no longer a viable public transportation option from Interbay.

number of services being cut. Will have to wait longer for the next one.
I will not have buses in my neighborhood to get me to work or other places I go.
I would opt to drive to my clinic appointments because there would be no convenient way for me to get to it via bus.
The buses I use are already often so crowded that I sometimes cannot get on them, or if there is room, it is only by crowding into the aisle and standing for a ways like sardines in a can. The risk of missing my bus due to overcrowding, or the general unpleasantness if I did manage to get on, would make it not worth it/not viable.
I would try to find other options, perhaps driving, especially as my pregnancy progresses and once I have a baby to care for
My travel time will increase to downtown Bellevue and Seattle. The 32 is heavily used along Stone Way and will continue to be with new large apartment buildings and businesses such as the Brook Building. Students who ride the bus to UW from the westside of Stone Way will suffer the most if the route is changed to Wallingford Ave.
it'll be inconvenient - i might as well bike
Less options to get to/from the UW, additional travel time, bus more likely to be full and running late
My bus is already crowded, and the plan calls for reducing the number of trips per day. As it is, people stand in the aisles for 40+ minutes to get to and from the UW and Kent/Federal Way. If the buses get any more crowded, I'm going to have to start driving.
It wouldn't be convenient and as a result, I imagine I would either be forced to stop traveling as often or look into purchasing a car.
Without a stop within walking distance of my house, taking the bus will be a less reliable transportation option.
I would rather drive and deal with parking than walk a mile each way (likely in the rain) for the bus. Right now the bus is faster, consolidating and deleting my routes would change that.
Because it will be less convenient. Now, I use the bus often and drive rarely. If bus service becomes infrequent, I will drive more often.
I often use the late night 11 on weekends to go up to Capitol Hill or downtown, but if service ends at 11 I probably won't go out as much (and spend money at local small businesses) because the cost of a cab is prohibitive.
My use of transit would be affected because I wouldn't feel as safe. If buses to the U district don't come as often that means that myself and other students will have to be waiting longer to take the bus we want. For me this presents a safety hazard. There are places that I wait for the bus where I don't feel very safe and I like to get out of there as soon as possible. But if the buses won't be coming as frequently I, along with other people, will have to wait longer in possibly dangerous situations.
I would look for opportunities to bike or use car shares because routes I rely on will no longer be available to me.
There wouldn't be as many routes for me to take. I would have to figure out a way to drive to a point near campus where I could park for free and take the bus from there (if any are still running...)

<p>I use the bus primarily to get to and from classes/work at UW, Seattle campus. The rate of traveling on the bus for that purpose would not change for me. But I also use it to go to and from downtown (from my apartment in Wedgwood), even though that trip is typically 45-60 minutes, because parking downtown is too expensive for me. If all the proposed changes go into effect, my only option home from downtown would be taking a bus from downtown to Campus Parkway and then transferring onto the 65, which is scheduled to be cut to end service prior to 11pm. If I wanted to stay downtown - or in the U District for that matter - past 10:30pm, I would have to drive or take a taxi, something I cannot really afford more than occasionally. If Seattle transit is changing the 71 route, the 65 service should be EXTENDED past midnight, not cut to before 11pm.</p>
<p>Not convenient at all</p>
<p>I might be able to use transit for peak times, but I'm concerned about when my work schedule falls outside of the peak times. I might need to plan to drive those days. A half hour is a long time to wait if you miss the bus.</p>
<p>I would have to walk to all my appointments</p>
<p>I will try and find a way to carpool to and from school to avoid the overcrowded buses.</p>
<p>Unless it's to/from work, I'd drive. The waits would be too long.</p>
<p>Buses are already packed on these routes at peak travel times and with a 50% cut in service transit will sometimes not be a good option.</p>
<p>I will no longer commute to Harborview Medical Center by bus because the additional transfers and circuitous route will make the trip far too irregular for the kind of time-sensitive work I do on a daily basis.</p>
<p>We love going to Capitol Hill via the bus because we don't have to worry about parking. It makes it much easier for us to support great local businesses. Without the option of taking the 8 to Capitol Hill, we probably wouldn't go there much at all.</p>
<p>Current 26 stop is so damn convenient and I don't have to worry about getting up to the further stop in time. The added pain means I may less frequently go downtown on weekends.</p>
<p>Though my daily route will not be affected, other routes I sometimes use will be (including the 71, 75, 25, and 76). The more the service is cut, the less useful it is and the more likely I am to drive around increasing traffic and pollution.</p>
<p>It would be less convenient to use transit.</p>
<p>Much less convenient to get to the bus stop</p>
<p>because it would be faster to walk than using a different bus located much further but it still requires me to walk a lot.</p>
<p>not convenient anymore. the trip would take too long.</p>
<p>Waiting and walking alone late at night makes me uncomfortable; more infrequent buses increases my transfer / wait time, I get home later, it is darker out</p>
<p>It does not suit my route and schedule</p>
<p>If I'm going to add an hour to my day, why not drive and not have to deal with buses being crowded and late? My time is more valuable than the cost of parking.</p>
<p>Less frequent buses means I can't leave when I want to</p>
<p>As indicated above, I will stop using public transport to the Symphony and downtown cultural events that take place in the evening.</p>
<p>With fewer options, it will be simpler to use my car on more days.</p>

time, convenience and necessity
cause less buses would come so I would have to drive to my destinations more
buses would probably be more crowded and take longer. I'd rather drive if it's that inconvenient/unpleasant
Because I will not be able to get where I need to be on time.
I would not be able to effectively commute to the U District
I will have to take a cab home late at night. I am often out past 1:30am.
Because I will need to have an efficient means of getting to work in the morning.
It would no longer be convenient and planning a trip would take a lot more time and effort. It would be impossible to be spontaneous.
B/c less frequent service will mean less ability to travel frequently.
I will use transit less as it will be less convenient, more time consuming, and more crowded for the following reasons: 1. The last segment of the route 197 is being eliminated and will require additional transfers, longer bike ride, driving or getting a ride to the P&R 2. 2 trips are being eliminated and bus is already often standing room only 3.
I will drive to work and only use the bus for occasional trips downtown and the U-district, where parking is limited.
inconvenient
I'll need to get rides more often because of distance, condition of sidewalks, and safety of crosswalks.
Because I'll have to find more viable options.
Easier to walk.
I wouldn't be able to go places later at night when I often do! The service cuts would strand me in the U-district, I have no idea how I would get home!
It would no longer be convenient, as I would spend more time getting to a bus stop than actually riding it anywhere.
It would be faster to drive or devise a carpool.
The 48 is already overcrowded during peak commuting hours, and is usually standing room only from front to back. I call it "The Sardine Run". By the time I get on the bus at Greenlake & Latona there are only a few seats left. The same for my return trip. Once cuts are made to other routes and the 48 gets even more crowded I imagine it will be standing room only before the bus picks me up. I cannot stand for the entire 20-40 minute trip (commute time varies depending on weather and how long it takes for overcrowded bus to let people on/off). I shouldn't have to start work at 6am to guarantee a seat on the bus. It's bad enough the current buses are so crowded that even sitting in an aisle seat means you are constantly being prodded, poked, and bumped by the backpacks, purses, umbrellas, and elbows of all the people standing in the aisles.
Because it would be more time consuming to wait for buses to get to destinations, I would need to find rides and/or purchase a car to be able to get from one neighborhood to the next without feeling like my safety is in jeopardy due to waiting long periods of time outside for a bus.
I would not use the bus to get to and from work, but would take a car.

If it's not convenient to take the bus, I'm less likely to rely on it.
Fewer options, driving would be more convenient
I'll probably get more rides from family - especially in winter.
I might start driving more or driving to a stop where I wouldn't have to transfer
I'm going to get a car. The service cuts are too frustrating.
Because walking is going to be less stressful
I would probably bike more because buses wouldn't run as often and would be standing-room only.
The 44 is already over-crowded and slow. Cutting other routes will probably make it even worse. There is no other transit option from my home to UW without having to transfer buses, which increases travel time.
Slower commutes would mean I would have to drive more days.
Although the ride times are the same, there is less service from my house to UW, so I will have to wait longer at my destination in order to get there on time.
I can drive in less time, and the cost will be worth it.
I would need to drive to work on some days or would need to telecommute on some days. The commute without bus 167 takes so very long.
Not as convenient.
Evening & weekend service will be discontinued, so I will need to take taxis.
We would likely drive more and bus less as it will double our commute to use the bus. Driving will only add about 10 more minutes.
Since this would lengthen my commute time, I will probably negotiate more work-at-home time.
Adding substantial wait time will increase my commute time. Additionally, I am not excited about the prospect of an (even fuller) route 44.
The wait times and ong sdistance walking won't be worth it.
I still rely on transit to get me from Auburn to Seattle and to UW and back. I would have to drive into Auburn.
Longer trip to P&R, different schedules
I will have to drive more often due to the increased length of time transit will take and the reduced bus schedule availability.
It will become more efficient to use other forms of transportation to keep travel time down.
Because for other destinations it will make transit more inconvenient.
My route is VERY busy and will not be cut. However, cutting other routes will only increase the ridership on my bus and make the trek even slower than it already is. I live about 5 miles from my work and taking the bus takes over an hour some days. That is ridiculous. There should be quick, reliable metro transit options.
I may have to rent a parking spot in the First Hill or Capitol Hill area and drive in. This is cost prohibitive but may decrease my commute time each day. I don't know for sure though.....
I cannot afford to spent up to 90 minutes on travel with the long hours I work. If this route is changed, specifically travel after 7:00pm is eliminated, I will have to drive to work each day. This will require gas, worsening traffic and paying <\$9 in parking per day in addition to being environmentally UNfriendly.

<p>I'll either walk or be forced to have my wife drop me off and pick me up daily (a huge waste of gas and a huge increase to our 'carbon footprint').</p>
<p>I'll probably drive to work more often.</p>
<p>These cuts would likely force me to drive more often due to buses being full and the lack of trip options to get home during non-rush hour times.</p>
<p>Safety. Comfort.</p>
<p>Will be very congested,</p>
<p>Not convenient, not time effecient.</p>
<p>I have no other alternatives to the bus but it will become alot more difficult for me and almost not worth the effort.</p>
<p>It would be less convenient.</p>
<p>The 3 and the 4 make it easy and more importantly safer for me to get to and from Seattle University if I ama going or coming back from downtown. Not to mention that this route runs all the way to the Seattle Center as well. As a woman, especially in light of the recent crime around the city, I do not feel safe walking around by myself or even with a group of people at night. This bus route is frequently used by the majority of the SU community and allows a safe, and affordable, way for us to get back from downtown after the sun has gone down. If this route was cut it would make it more difficult for us to get back to campus and in doing I would probably use the transit less.</p>
<p>The route will no longer be convenient, my commute time will be significantly longer than it would be for me to drive to work (thus eliminating the convenience/whole point of taking the bus), and there is the distinct possibility of it being unsafe for me to wait at/walk to the bus stop to make my transfers.</p>
<p>I will have to find alternate transportation whenever possible</p>
<p>If it is dark and pouring rain, who is going to want to trudge a mile to the bus stop when now it is a short block??? This will all mean more cars on the road...more single drivers, etc. So much for being a progressive "green" city.</p>
<p>I will probably bike to the bus to avoid having to transfer. But this will be inconvenient and much less ideal for my daily commute.</p>
<p>It shall be difficult and unsafe to use the bus outside of the limited hours set aside for the 21 Express.</p>
<p>No longer convenient</p>
<p>It would be more convenient and time efficient to drive to/from work daily.</p>
<p>I'll just drive. Maybe we can eliminate the expensive Metor readers so we can park on sidewalks with our cars, why not?</p>
<p>Right now for UW and downtown it is more of a hassle to drive and pay for parking but that could change with significantly reduced bus service.</p>
<p>On the days when I can't anticipate my hours, I wouldn't be able to take the bus to work, since I might get out too late to catch the last 373 back home.</p>
<p>It would approximately double my commute time, and add 1-2 transfers. Driving would be immensely more convenient.</p>

<p>I don't know how much longer the trip will take--I've asked Metro planners but they weren't able to tell me. Route 106 is being rerouted along MLK which will be slower than the current route (and slower than past routes). And, I don't know where the ride will end downtown. I'm told it may end in the ID, which would mean I would also either have to walk 15 minutes or so, or transfer to a different bus. I'm glad my route isn't being eliminated but it will become significantly less appealing to use transit. I'll be driving to work a lot more often.</p>
<p>I would get too discouraged because it would so difficult which means I wouldn't keep my weekly therapy or psych appts.</p>
<p>Commute time. I might as well drive than spend all the time waiting and riding the for the bus</p>
<p>It will take longer to walk to the bus stop, and if I take a bus to the bus stop and transfer the whole trip will take about twice as long..</p>
<p>Step hill is not workable</p>
<p>I would have to miss events if I could not find alternative transportation.</p>
<p>less convenient</p>
<p>More days where my schedule is too tight to take the bus</p>
<p>I'm going to be working in Belltown nights starting around April I believe, and I was considering taking the bus home as well as there because my new workplace is right on third and it would be very convenient, but if i have to walk a mile to get from the bus stop to my house, I don't want to do that late at night when I get off work, so I will either learn to drive or get rides. I would possibly still ride it there, depending on the timing of the buses and whether I learn to drive or would rely on rides from coworkers.</p>
<p>It might not be an option on weekends</p>
<p>I'll probably bike more because the 7 bus is notoriously, consistently, extremely late. I have missed appointments because of its unreliable nature. And it's the only other nearby bus that takes me to the core of downtown.</p>
<p>Because there's no service when I need it, or because the wait time between buses will be wasteful. I will drive to save time. I do not want to go back to waiting 30-45 minutes for a bus.</p>
<p>I will certainly use it less than now, and may opt to drive instead</p>
<p>It is no longer convenient. I use transit to save money and gas. If there is no cost savings to me, then it would be just as easy to drive</p>
<p>It will probably be more cost effective to carpool than to pay the increased bus fare. An increase in bus fare would be justified if it made my trip faster and more comfortable but what I foresee is cramped, slow, and uncomfortable bus rides.</p>
<p>I wouldn't always be able to get where I needed to anymore.</p>
<p>Because there is no longer a bus I can walk to or drive to with free street parking</p>
<p>Both buses I take will be cut</p>
<p>I would be walking more.</p>
<p>See prior explanation.</p>
<p>I wouldn't need to use something that doesn't work for me. Especially if there were no options.</p>
<p>I do not believe the proposed changes would provide reliable transportation from, say, Wallingford to downtown in the morning. So, I'd probably have to go with a mix of driving, taxi, and bus when it works. Again, though, I don't believe the #16 will have space...and the several blocks to walk to the bus stop introduce questions about personal safety. Not good.</p>

The ride will be much more crowded, and will take longer as the express will have to stop in places it did not previously due to the elimination of the local and the increased number of people on the bus.
Because fewer busses on Vashon means less riders. Not enough runs during peak times will make it very inconvenient or impossible(if the bus is full) for commuters to travel.
Too difficult to find parking at the park and ride lots.
It takes me about 15 minutes to get to work if I drive. But I am riding the bus for the sake of being more "green" as well as to support the metro transit services despite the fact that it cost me more to ride the metro. With the reduction in service, I will have to transfer and I'm not sure how long it will be for me to get to work. Currently it takes me about 30 minutes and 20 minutes of walking. At some point it doesn't become worth it any more...
My trip will be physically imposable.
I will ride my bike more and/or drive to the other end of Magnolia and park my car so I can hop on a bus on the way out, this would increase emissions and also wear-and-tear costs to me.
Because the 8 will no longer serve my neighborhood, which is close to the stop at MLK and Denny. I would rather drive than take two buses to get to South Lake Union, which is only about 4 miles away. It will be a huge pain because we only have one car, and I would rather not drive.
I will still be able to get where I need to go, but my wait times will be longer. This will certainly deter me from using the bus rather than a car, especially when bus fare for two people round trip is often more than parking and gas combined.
I will ride my bike or drive more rather than wait 20-30 mins for the bus.
See above. Plus, the 157 tends to have people left with only standing room most mornings.
Depending on new bus convenience I may have to use the car to get to my destinations
I will either take it less frequently because of the hassle and extra time or I will drive to a much closer location and ride a very short distance.
I'll be forced to drive to get to work on time and to save time. This result is the opposite of what King County Metro should want. By cutting bus lines business will decrease. I won't be using King County Metro if the bus route is cut.
The options will "work." but will take more time and effort on my part which makes public transit less appealing and driving into work and paying \$4 to park in a garage more appealing.
Weekends and nights will be removed. The changes are OK for my daily work commute but not ok for some other trips that I make.
Because the alternative route isn't as convenient.
see above
Easier to drive to Seattle Center.
So inconvenient and more work physically!
May have to drive in more often
My route is not being eliminated, but service may be reduced during peak hours and it is already too crowded to rely on. My bus already passed by my stop too full to pick us up on many mornings. If the service is reduced and crowded from the elimination of the 5X it will likely be too full to be reliable. I already have issues with getting to work late from the bus skipping our stop and it can't continue.
Can't walk to farther stop

Probably will move to part time work and then retire
less convenient
Lack of convenience and an increase in total time spent making the commute.
The route reduction is such that I would stop using the 12 altogether.
My destination stop will be further from my place of work. It will be very inconvenient on rainy or cold days (which are frequent).
It will be less convenient and more time consuming. This route services a number of critical healthcare facilities on Capital Hill and in the events of inclement weather, disasters, etc, it would be important to get as many healthcare workers to work.
Currently, route 47 gets me halfway to work. With the proposed changes (eliminating the route), I'd either be going out of my way to catch the bus and adding time to my commute... OR, be paying to \$4-5 a day to ride the bus 5 blocks.
I cannot (along with 95% of the people traveling into downtown) afford to drive and park in the city, therefore, I am forced to continue to use metro service. But, it will cause me to be late to work more often, and in this unstable job market is not good. With the 125 only running in peak hours, this is going to affect so much. Sometimes when my child is sick I am waiting for a day care back up and cannot catch the bus during peak travel times, there would be NO OPTIONS for me to get to work if this route is cut. I will have to drive and pay money I do not have to get to work just so I won't lose my job..not running a bus at all is not a good option for shortening the gap.
I would drive more often, either to work or to a nearby Link lighttrail station.
Currently I drive 7 miles from home to get to the Tukwila P & R, and if the 193 no longer stops at Tukwila, I don't want to drive further south to catch the 193 in Kent or Federal Way. Currently, my commute time is 60-90 min. in the morning and 90-120 min. due to traffic in the afternoon and any longer is not worth my time for an 8 hour work shift.
I'm not completely sure the full impact that it will have. If the changes are made in the way they are proposed, I will no longer be able to use the bus to get home from work. I'm concerned that I may have to quit my job, as it's impossible for me to change the hours. I may also have to move, because there's no other convenient way for me to get home. I don't drive.
I ride only 167. all other options do not work because the trip will take 2h longer, will stop using transit if 167 is deleted. I have 0 cars, and my income is below \$15k
I would not be able to ride the bus on the weekends to go out downtown or if I stay late at work, I would probably turn to using car-to-go to fill in the gaps.
The 5 will run less frequently, and so I will probably ride it less often, and take my motorcycle instead.
Though the path I primarily take is not being deleted from route 8, it's going to come much less often during the time I use it. It already is inconsistent (I currently wait up to 40 minutes sometimes before it comes). If that wait increases from 30 to 60 minutes, I won't even bother riding the bus - unless it's much more reliable.
I assume there will be fewer route, so, less convenient timing, so, other options like cab and carshare become more viable.
My main route of travel will not be impacted directly, but decreased service overall will cause crowded buses and less availability for alternate directions of travel, at which point I may have to drive much more often than I currently do.

<p>I need to get places. Often, I need to get places in a relatively timely fashion. Spending any more than an hour getting somewhere is simply unacceptable. As it is currently, an average bus trip from, say, Ballard to Downtown or Northgate to Capitol Hill already takes around 30-45 minutes if you factor in the time to walk as well as the time to wait for the bus. Even a 15 minute increase to that begins to push travel times beyond the threshold of being able to reasonably fit in an average daily schedule.</p>
<p>Less transit equals less transit usage. Pretty simple.</p>
<p>Removing 5x and running the 5 slower will cause buses to be even more crowded. I could take the 358 if that still exists but it's a longer walk and even more crowded. I'd probably drive into work more and potentially get a monthly parking spot</p>
<p>I would probably have to buy a car and clog up the congested streets more than they already are.</p>
<p>There won't be as many buses going to my neighborhood. I will have to drive to a small parking lot (not a park and ride as there aren't any near me), and hope to get a parking spot (I imagine more people will be competing for the space since they will be in the same boat) before getting on the bus.</p>
<p>The route I use would be significantly reduced, therefore I would not be able to use it as much!</p>
<p>Bus service from downtown Seattle to First Hill is non-existent, except for the routes that go up James street which are full of transients and I avoid. Drug use and criminal activity along the Metro 3rd ave. corridor is out of control. Why on Earth would I use this system if I could avoid it? I'll take steps to move away from metro because clearly your administrators aren't interested in improving the system for its paying customers... So far the only reason I use it is because it is faster than waiting in traffic on the West Seattle Bridge, but considering you are cutting service again that advantage may start to disappear...</p>
<p>Because the time table may/will limit my access. Also, while living from check to check, when I considered the fare increase I decided that I would stop riding the bus daily to commute, and would have to get a job that I could walk to.</p>
<p>There would be no buses to take me where I need to go by the time I need to get there.</p>
<p>It is easier to walk 1/4 mile than 1 miles each way. The amount of time I would be commuting will increase.</p>
<p>I'll use other transit companies like Sound Transit instead of King County Metro</p>
<p>I'll use other transit companies like Sound Transit instead of King County Metro.</p>
<p>The system will be inconvenient and that will make it a challenge when deciding to use public transit that's over other alternatives</p>
<p>I live in the city for easy access. My bus would not be a mile from my home and I would not be able to drive and park, since there is no park in ride any where near my home and parking restrictions around the bus stop(s). I also could not transfer (which is also inconvenient when you live in the city) because all the buses near my home I believe are being cancelled .</p>
<p>During rush hour, the 358 is so crowded that I often have to wait through 1-2 buses before I am able to even get on one. If routes are reduced, there's a good chance the route will become so crowded that I won't be able to board any bus by the time it reaches my stop (45th and Aurora).</p>
<p>I will have no way of getting to school unless I drive from where I live to school.</p>
<p>Just not usable for me. I can't walk far, I can't stand for significant lengths of time to transfer. metro has recently removed the bench from my stop at 33rd E. Union; the lack of a bench seriously affects my ability to use transit because standing is very painful.</p>

Significantly less convenient and longer, more crowded buses.
May have to consider a combination of driving and using transport due to the distance to the stops and our family/work schedule time constraints.
After this only one bus would go through my neighborhood, what did you think would happen?
Being able to get onto a bus will be less predictable, since buses are already packed in the morning and afternoon. With reduced service, likely that my bus stop will be skipped more often.
I will try to use the bus the same as I do now, but if the flexibility of the routes decreases I will use my car to make up the difference.
I don't want my daughter to wait for the bus in the dark in the morning with sex offenders so close by. I would drive her in the morning. She would probably take the bus home in the afternoons - but less often than she currently does.
inconvenient
It would not be as convenient, or available to me
It will be less convenient
I may choose to walk up the hill or find new routes.....
Route 125 is already crowded and I cannot risk missing a bus and standing in the cold for a long time or missing work. I already bicycle to work frequently so I mainly use transit on days when I cannot bicycle. With the proposed cuts I will not be able to work late or get to work on the weekends via transit.
Because it wouldn't work for me, esp at night.
routes available to me won't go where I want to go
With changes, I will stop altogether. I expect the cost will increase and the service will decrease. Crowds / lack of drivers/buses/seats. Alternative: I will drive and leave early. I will telecommute 2-3 times a week. There is no point in spending 125+ dollars to walk/stand for 90+ minutes. I will just drive. And van pools, are natta. I very MUCH respect the professional bus driver and I very much won't be comfortable with a neighbor driving.
Will probably have to look at car-pooling all the way from Federal Way to Seattle, my journey now is just over one hour on an average day, on a bad day it can be closer to two hours. With the increase in traffic the proposed reduction in buses will cause, my one way travel is probably going to be around 2 hours on a good day.
Not convenient anymore to ride the transit and transfer twice to get to home and downtown Seattle, especially when I'm riding with 2 young toddlers both under age 4.
Too much time to spend traveling to and from my destination. By car (no traffic) this distance can be covered in 12 minutes. By bus it will be more like an hour plus if the Alki/Admiral tail of the 50 route is eliminated. What would you do?
It would be less time efficient.
Too long of a wait and too many crowded busses
It will no longer be a convenient or feasible option to continue at the frequency I am now.
would choose to walk longer distances rather than riding bus. I worry about what people will do who don't have the option/ ability to walk.
because I won't be able to take the 226 late at night when I need it most. This is the bus closest to my house and I already hate that it's only hourly on Sundays.
Rather than be squashed in a bus like a sardine, I will try to walk 5 miles to work.

<p>The nearest bus would be over a half mile away if the 25 went away.</p>
<p>The buses on my routes (28, 40) are heavily used during morning and evening commute times during the week (i.e., all seats taken and the aisle full of people standing). I am amazed that given this, the 28 is slated for deletion, and the 40 will have longer wait times. The unpleasantness of waiting for the bus is already the biggest barrier to my using it, so between longer wait times and more crowded buses, I feel like it would make more sense for me to drive (solo).</p>
<p>The buses will be more crowded. It's already not very pleasant to ride the bus, I predict it may become more so. I may also start driving to Dravus, parking near the Interbay Field, and taking the D. I wish there were some park & rides for this purpose. But if the D service is reduced, that bus will become more crowded. It's often already very crowded.</p>
<p>It's hard to say given I don't know the specific change. If my journey becomes twice as long timewise, I won't bother even though driving is a hassle and will cost more. I simply have to have enough time between shifts to sleep and I can't let the commute cut into that. I generally take the bus between 2-3 days/week now, but my husband takes it every day. If you cut the 9AM 56, he'll find options but it will be a hassle. He can't leave before 9. If you cut the 6AM 56, I will drive.</p>
<p>See above</p>
<p>Honestly my bus trip already take too long (an hour door to door) and requires a long walk on either end (because the buses don't serve the south end of downtown well at all). I take it anyway in order to save money and to be environmentally friendly. But I can't spend more time than I already do in order to commute to work.</p>
<p>It will probably mean I'll have to drive more. I'm not lugging groceries up that hill (Morgan) at my age.</p>
<p>Will still be able to take the bus to work, but will have to take a cab home</p>
<p>THE PARK AND RIDE HAS A LINE OF ABOUT 75-100 PEOPLE EVERY MORNING. By the time the bus arrives, its packed. If you cut 50% of the routes as proposed, where are those people supposed to go? If we have to wait for the next bus, you are going to see ridership drop drastically as people are going to be late to work. Every time I get on these busses they are packed. ALSO, THE 215 HAS ALREADY BEEN ELIMINATED FROM THIS ROUTE, CREATING EVEN MORE PASSENGERS WAITING FOR THE BUSSES AND RIDERS. This is going to create an unbelievable loss of ridership at the Issaquah Transit Center. In addition to the fact that you are trying to permit this transit center.</p>
<p>Less convenient. Time is money.</p>
<p>relying on the 64 and 76 will be difficult. Generally on the 76, there isn't even standing room anymore. On the 64, I would have to get to the stop much earlier. I need to stay at work late so that doesn't work for me.</p>
<p>Ride bike greater proportion of prior bus rides</p>
<p>Less convenient. Buses won't come as frequently. Getting to the bus way at Spokane and fifth sounds very involved.</p>
<p>See answer to 27. Also, this is a "death spiral". As fewer people ride, because service is cut, revenues drop and more cuts are inevitable.</p>
<p>Driving would take less time and inconvenience</p>
<p>Proposed cuts will make my use of transit a much less viable option. I hate to think that I will be using my car more but for many of my trips I think it will be the only option for me.</p>

<p>It would likely double my commute time, which is not short now, but is at least still reasonable, and I'm pro public transit. One of the reasons I take public transit to avoid parking hassles. If I have to drive to reach a bus line, and hassle with parking there before even beginning the bus commute, the benefit begins to disappear fast.</p>
<p>The current transit system is near capacity every day, so reducing or eliminating bus routes will cause those bus routes that remain open to be completely over capacity, causing more delays and decrease my interest in riding the bus (who wants to be packed in like a sardine?). The negative aspects of riding the bus will start to outweigh the advantages.</p>
<p>If it'll take twice as long as it does to drive, I'll be forced to drive.</p>
<p>I would probably still catch the bus to downtown Seattle on the weekends but the commute to the office on the bus would be eliminated.</p>
<p>There is only one bus that runs down my road and its being eliminated. I would have to walk at least 1.5 to 2 miles in either direction to get to another route going anywhere near where I need to be.</p>
<p>I will ride less because there will be no bus service for evening, nights, early morning and NO service on weekends!!!!</p>
<p>Lack of convenience and concern about safety at the connection point.</p>
<p>Because I'd have to drive to the Park and Ride, and then once downtown I'd need to get off the 550 05 554 and walk to where the 43 goes. Whereas with the 205 now, I get on 4 blocks from my house, get off on Madison where I transfer to the #12 and walk to work. With the 205 potentially and the #12 eliminated I would need to go all the way into downtown, get out of the bus tunnel, walk several blocks and catch the 43, which then takes much more time than going Madison and Boren to the #12.</p>
<p>Because right now it's an easy and useful option for me but if my route is eliminated as proposed, it becomes almost worthless for me. I would like to stop using it altogether but I haven't found a great alternative.</p>
<p>Too far to walk; some days I may drive.</p>
<p>Extremely inconvenient. Business clothes are not conducive to hiking through the warehouse/industrial district alone through the elements. I may have to look to alternative work schedules, telework, etc. Maybe carpooling. Taking public transportation to work will be nearly unworkable.</p>
<p>242 is a 5 min walk from my house and drops me in front of my office. I moved to my current location so I could take this bus. With the deletion of route 242, it'll be harder to get myself to take the bus. I not keen on a longer commute time and standing in the cold waiting for a connection.</p>
<p>Makes my commute longer, with a longer wait for a bus (buses already drive by stops when they are already at capacity), and the commute by bus is not appealing when you have to mostly stand (also dangerous) and the bus sits in the same traffic as all other vehicles (fine to have HOV exit downtown on express lines, but the bus sits in the same traffic before getting to the HOV exit).</p>
<p>Route 218 buses are often standing room only already. With the elimination of other routes, the 218 buses will probably be much more crowded.</p>
<p>It will significantly lengthen an already long commute by adding additional walking time to my job. This creates a vicious feedback situation where you decrease bus service, which decreases ridership, which decreases income, which leads to further cuts in services, further loss of ridership, further loss of income, and so on. A death spiral. Don't do it.</p>

I would either have to drive to work to it to my work shift on time or would need to take Sound Transit, but would need to drive to that particular park and ride. Using Metro less would further decrease much needed revenue.
I expect more athletes will quit with the proposed changes because the new options will take longer to arrive at the destination and practice times may have to change to accommodate this. This adds more time to students already busy schedules.
I'd be walking to the stop ~2 miles away where I currently transfer from
Because most of my time on the bus is travelling to and from school so if this bus is cut than I and many other girls at my school will have no way to get home because the alternatives are not nearly as good.
The alternatives are not convenient or time efficient
I don't want to take over an hour and a half to travel what would be 20-30 minutes in a car
I wouldn't need the bus. I will no longer be employed. My existence is dependent on the buses I take to work. I wouldn't need the bus again until I found another job that would fit into Metro's schedule.
The buses on the routes I use to get to work are already completely full of people. As it is, I've been considering using alternatives like Car-2-Go or biking to work. However, with the former, I'm concerned about car traffic and parking; and with the latter, I feel unsafe biking in the streets of Seattle (I have friends who have sustained head injuries while biking because of negligent drivers; if we had bike highways like Copenhagen, this would not be an issue). However, as it is, it takes about 30min to take the bus to work, and the bus only runs every 15min. I can walk to work in about 40min.
see above
There will not be as many buses running that will be able to take me to my destination.
Will likely lose the first bus in my trip and have no way to get to the second.
I would consider moving to a less ideal location or buying a car. I sold my car when I moved here, one of the reasons being the convenience of the bus, which would no longer exist...
It will no longer be the easiest option.
I already spend a ridiculous amount of time commuting, this will just make my commute even longer. As I get older, that is not something I look forward to.
Time (and lack of convenience) is money. It won't be worth the time to wait this much.
I am not sure if I will have a good connection to a bus stop I take. I am a commuter of 930 dart route.
Commute time would be too long.
I want to get a job downtown and take the bus to get there. I need the bus as a good commute option. But I know this affect more than ME, it affects the entire COMMUNITY.
I would have to arrange alternate transportation to/from work, the doctor's office, or my kids school.
I assume frequency will be cut and thus longer waits and more crowded (if that's possible) buses. At some point, I'll be forced to get back in my single occupant vehicle and clog up the roads
I already have a longer trip within the city of Seattle (as opposed to people living in many of the burbs) to work since there are no express buses thru Cap Hill due to density, and the need to transfer to get further south downtown. It can take me 1 hour 15 minutes to get home from downtown to north cap hill.

It won't be nearly as convenient
While I have some flexibility in start/stop times for my workday, the decreased service will make it more likely that I will drive (single occupant) across the already ridiculously crowded I-90 bridge.
One of the cuts is to service on Vashon. I may need to find an alternative method to get to the ferry dock on Vashon. If the 116 run I currently take in Seattle is cut, I'll need to find an alternative to Metro all together or find an alternative route combination that will get me to First Ave. S and S Spokane St.
Inconvenience
Can't carry heavy shopping bags so far. Or maybe I'd have to make twice as many trips so the bags would be lighter.
The bus will no longer run later at night when I use it most.
I use metro as I love walking and being downtown, but this will most certainly make me start driving. I also live in the city, this is absurd to force this. People need to get around the city quickly and when I can't walk fast enough the buses are often useless.
I wouldn't be able to count on it for non work activities
I use other routes whose frequency is being more substantially reduced as well
Route 30 is a fast and easy way for me to access the Ave and transfer to buses going downtown
Not enough availability means I will drive.
The earlier service ending time of 12am instead of 1am will affect my evening social activities.
Because it takes less time to drive.
Stops too farr away and way too muc htime
I might stop using transit, especially if transferring
physical inability
Transit needs to be reliable and as nearly as quick as driving options. People won't take it if it is doesn't do what they need it to do. People who live withing the city limits should be able to quickly reach their destination. People make decisions about where to buy a house, and to get rid of a car, based on bus service options. Now we don't have those options and what is left is threatened.
I'm mostly affected by the decreased frequency of my bus routes. If waiting time becomes too inconvenient I would probably opt for other options like car2go, bike, or just walk.
Well, I wouldn't have the late night, after 7:00 pm option of going out, rather, getting home. Taxis are expensive. Getting downtown on the weekends would be more difficult as would shopping locally. I need the bus especially on weekends/evenings for errands as I am at work all day.
As explained above, I won't be able to use the bus system nearly as effectively to get home from work, so I would have to find a different mode of transportation at night, which may very well need to involve transportation by car.
I would drive if I am short on time.
Because service to and from my home will not be reliable enough.
When I have to work late it will be harder to get home b/c there will be no 21 & will have to transfer

Fewer trips at night and on the weekend mean I would have to find alternate transportation such as car2go.
I would be less likely to use it on nights when I have to work later due to the decreased frequency in the evening and the earlier end time.
The crowding on the bus will be intolerable.
because my bus is expected to be deleted. There is no way I can get to the destination without someone drives me. It is a lot of burden for the driver and creates more traffic.
Reduced options may make it easier to drive to work.
It wouldn't be worth the effort to use transit as often.
With less frequent service I may elect to drive more often
For the reason described above.
Routes will not be available
There won't be transit options to get home
My already long commute would take longer, so I'd rather sit in the comfort of my car.
I would still use the bus to get to downtown but would not be able to take the bus to get to work on Willows Rd
There will be few buses running on this route and I will probably drive more often if the bus schedules are not convenient.
it will not be as convenient
probably walk to my destination or suffer throughout the number 8-already a tad unreliable.
Time is valuable to everyone. By making changes to service levels, you are taking more of my time. There will be a point where it's more efficient to drive than try and catch buses.
If Route 19 service is cut, I would prefer the 24 to go directly to the "Village" in the middle of Magnolia instead of looping to Discovery Park first.
<ol style="list-style-type: none"> 1. I anticipate buses being more crowded. The routes I take are often full as it is in the morning, so if I don't feel assured of a spot I have no incentive to stand and wait at a bus stop. 2. If I plan my trips during peak traffic, commuting by bus adds about 50% of my normal commute time. Under proposed changes, I could be looking at 100-125% commute time by bus compared to driving (the gaps are even more drastic if I avoid peak traffic by leaving earlier in the morning and later at night) 3. Schedule changes appear to greatly reduce evening hours for buses going from downtown to my area. this will pretty much eliminate my ability to use Metro for transportation to and from evening events
less convenient, I might not renew my card in 2014.
The 73 will service the same area but will now replace ~4 separate routes. The wait time for the bus will be long, no seats will be available (I'm currently pregnant) and the length of the trip will far exceed the time I am willing to spend commuting the 5 mile distance.
See previous.
It might be unsafe for me to use transit if I am forced to walk home at night from the link station or other stops. PLEASE do not eliminate route 14 night service.
The bus will be too full and will take me way too long to get to and from work. I sometimes ride the 48 in the middle of the day and that is not feasible
I have a schedule to keep to and need to be home at a certain time. It's quicker to drive, so I'll probably drive less.
inconvenience of bus schedules

Commuter to and from work would become less convenient and I would consider driving to work. In addition, I'd be less likely to use the bus on weekends.
It will be less convenient and I will be more likely to drive.
I would end up driving to work and paying for parking more. The 550 is not as reliable for arrival time because some times they are full by the time they get to Mercer Island and then you have to wait for the next bus, hoping there is space.
I think the bus is going to be overcrowded without the 48x. Already during peak hours overcrowded buses turn away passengers and it is possible with the proposed changes that may occur earlier on. If I am unable to catch the bus reliably, then that will definitely impact how frequently I use metro transportation,
Less frequency (on route 11), eliminated service (on route 12) and more overcrowding
No place to park my car to catch vanpool or bus
Since I will have to transfer I will have less flexibility. Also because my transfer will need to take place in a less safe neighborhood if I have to work late I may be forced to find an alternative.
On the #2, the extra transfers and expected delays on Madison would discourage me from taking the bus. More than likely I would switch routes to #11, since that route isn't changing much. It's a longer walk than the #2 for me, but no transfer.
I would probably end up driving more often.
The bus will no longer be convenient.
I would find driving more often the better alternative
long walk
See above. Because I have a upass I might still catch local buses here and there but would no longer commute by bus to work ever. Also, I think the more routes to UW that are cut the harder it is to justify the UW investing in (or making us invest in) the transit pass.
I will start driving my car because the cost of parking outweighs the time I have to spend waiting.
each way would take up to 3 times as long
I need flexibility to get between my job downtown and the University of WA campus, at varied times during the day. If I can't make connections by transit, I am likely to drive. I would prefer to pay tax for transit than parking and gas costs.
It may result in me driving my car into from Kirland into Seattle for work.
I will not have a but transit option available.
I don't want to drive to my job in Seattle because of traffic and parking. I would try to work more from home to avoid the hassle of transferring.
I expect the 56 will become intolerably crowded, to the point that using the bus will no longer be competitive with other modes.
Not as convenient
I would have to use transit to get to work but I would stop going out any more than absolutely had to for anything else.
With fewer busses running, I will likely dry to work more often if I am unable to catch a reasonable bus time
loss of convenience and timliness

I would consider driving because we have free parking at my office, and I would save a lot of time. I have to take a second bus or the light rail to get down to 4th and Holgate where my office is now.
If I cant get a ride to the bus stop It would probably be easier for me to drive all the way. The changes would drastically reduce the ease of use of the current bus system.
Many days I will simply drive and park somewhere in the u-district.
This survey is focusing on commutes to and from work. That is not the only reason I use the bus. Should the proposal be adopted, I will be completely isolated in my neighborhood during non-commuting hours, evenings, and weekends, and, so will my children.
See response above.
Please see above.
Bus routes would be less convenient and not take me the places I want to go. I might use the system just as much, but it would be more difficult. For me another method of transportation isn't an option.
can't get to other bus lines easily. Retired and cannot walk up hill from Leschi to # 14 or distance to # 2
While the start and end points for the proposed 73 are convenient, the trip down the ave is so slow. Bus time will probably double at least. Will bike commute even more than I already do.
I am more likely to seek alternatives, like biking to work if my routes become overcrowded from all the additional people coming to use the D or 15X on 15th Ave NW. There will be more people driving and parking on my street to walk over and use the bus too.
Impossible to get to and from my home to use or return from ttransit. Steep hills which are too steep for me to climb. Alternative is down a very long street which is unsafe after dark.
You will stop running a route that I NEED in order to actually make a connection home.
Not as convenient
My commute is 40-60 min currently and it often seems borderline too long. If the cuts increase the trip to over an hour (which I can't imagine how the trip would stay under an hour with the proposed cuts) I would seriously consider buying a car and driving to work.
It won't be safe or convenient
Because the wait times are already ridiculous
Too much walking between stops to bus and destinations.
Because it would be inconvenient to use to get to my destination, might as well sit inside and not go visit friends or pets or family unless I have a ride, because the University District is scary at night, but so are neighborhoods when you have to walk 10+ blocks to get to a new bus stop.
See above.
Won't be able to come home safely after studying late
Because with more crowding on fewer busses, I would have to wait for possibly one or more busses to pass by before I could get on.
Because it will no longer be the most convenient mode of transportation.
I will still use transit for work as parking near work is prohibitively expensive, but i currently use transit for other purposes and I will be less likely to do that if the travel time increases or if the likelihood of delays or encountering buses so full that I can't get on increases.
All of the bus routes convenient from my home to work would be eliminated.

I'm afraid the bus would be unreliable for getting to campus on time because it will come less often, be full before reaching my stop, or be crowded and therefore late. If I have to leave half an hour earlier to make sure I can catch a bus, I may as well walk.
I might consider walking to work instead of busing. This would be much less convenient but waiting for a late bus or inconvenient schedule isn't worth the frustration.
If the proposed changes go through, my bus trip would become a lot longer and a lot less convenient with the need to transfer. I would almost certainly drive more often.
There will be no weekend service available.
I will likely be driving more often.
some of the routes for the non-work trips I take are affected, so I may no longer use the bus for those trips.
I only use transit when it is convenient to do so and will cost less (in time and money) than driving my car. As things stand right now for most of my trips the financial cost of riding transit is slightly less expensive than driving (if I have to pay for parking, if parking is free it rarely makes sense to ride transit), but the time required to walk to the bus (generally 0.5 to 1 mile away), then wait for a bus that isn't full, then get to my destination, is much longer than it would take to drive. If bus routes get more crowded and the total time I spend taking transit increases I will not use it.
If you eliminate the 31, I will have to take the 44 which will increase the amount of time I have to travel to and from the bus stop (and is unsafe from my house during bad weather). I will end up driving to and from the UW more which will be more expensive and stressful for me and worse for the environment. It will also reduce Metro's revenue.
If I have to wait too long for the bus, it might be more convenient to drive instead.
I'm very concerned about other routes I take to go to other places within Seattle.
Less convenient
Depending on the timing of the 372 and what other options are available I may not feel as safe using transit.
The reason I currently ride the bus is because its convenience and speed at which I can get to and from home and work. With my "best" option I will easily increase my ride time by a factor or two. I will most likely start driving to work more often.
I will no longer be able to use transit to safely make it home late at night.
I don't believe the capacity of the 312 and the 522 will be able to handle the added riders that the 306 will add to the route -- already the commute hours are standing room only on almost every bus I take.
Of the two routes I use, one would be eliminated, and the other reduced. I'll likely take my car more often.
Can't get to work on time so would have to drive part of the way. Existing buses on routes I would use are already overcrowded, as are park & ride lots. May have to drive into downtown from Redmond.
Busses get too full on the routes as it is. Many days, the bus driver simply cannot fit any more people into the bus and has to go by the bus stop, leaving people waiting and hoping to be able to fit on to the next bus.
Crowding, added time to commute (it's already comparable to riding a bike the same distance... and I'm out of shape).
I will likely bike instead of bus.

I would only take the bus to work. I would stop taking it to the stadiums or downtown entertainment. In general, I would not use it at all late nights or weekends.
Because I would probably not take the 347/348 anymore and just take the 303 from the transit center.
It will take twice as long for me to get to work on the bus as it does now. I will drive more on days when I am pressed for time.
I would be forced into driving to work when I do not have a reasonable way home after 615pm.
It would be far less of an inconvenience for me to purchase a car then to deal with the added commute times. Although with the proposed changes I imagine driving would also get worse due to increased drivers.
I have found bus travel to Mariner games easy and efficient but if I cannot get a bus home after 10 p.m. (usually it gets to the Jackson Street stop at or just after 11 p.m.) I will have to drive and city street park, but the city now charges for parking until 8 p.m. All of which will limit my Mariner game attendance.
primarily safety, access to north part of campus is so many buses enter at south and exit down hill from hub rather than continuing through to memorial way & ne 45th.
There is nothing worse than standing on a packed bus for 25 minutes while carrying a heavy backpack and soaking wet. This is stressful. Sometimes the bus is so full I can't even get on it. This will get worse with cuts.
It is not all that dependable now and with the changes, I would have to transfer using the light rail. This would take more time. Also, the downtown tunnel is constantly backed up or has some sort of service issue. My best option would be to use my car to get work.
I don't have an extra half an hour to walk to the new bus stop. I'll probably just drive to work.
I do not own a car currently, but I would look into purchasing a car and that would decrease my use of the transit.
Because I would have to wait longer for one of the other routes.
As a disabled person with health issues, I have difficulty standing and waiting for extended periods. If the bus wait times increased on the routes I use for shopping, visiting friends and appointments, I would be forced to use my car instead of the bus.
Use of transit to work will cease; probably will retire rather than deal with the commute hassle.
I do not want to risk the change of getting to work late due to no room on the buses. I'd rather drive.
Not sure if the times coincide with my schedule
I will still use other buses for recreational purposes
Because reductions in the D Line will cause me to drive more often.
The bus already is quite long and overcrowded. additional inconveniences will make driving seem worth it. I'm imagining a lot of people will take this route, thus increasing traffic overall in Seattle.
If I won't be able to even get on a bus to get to and from home, there really isn't any point of taking the bus.
If the buses are less frequent and more crowded, I might just start driving every day.
It will be an incredibly cumbersome method to get to my job. I will be forced to find an alternative, and for me that would be to drive or carpool. This puts more cars on the road and will cut into my budget in for needing to pay for parking, gas, and possibility an additional car for my household.

I will try and tolerate the 150 route, or likely look for a car pickup at the train station or maybe much of the year ride my bicycle.
Because it won't be as convenient and there won't be as many options, so I will probably have to drive sometimes.
Because I need to have reliable bus times in order to get to work on time.
Due to the extra walking, it will be more convenient to drive.
I might have to drive and park in another residential neighborhood or a park and ride to catch a different bus.
The reduction in trips on 121/122 may force me to look at other options including driving myself.
If it gets too crowded (and it already is during peak commuting hours), I might drive in some days
I will not want to use transit after 7PM given it won't get me near my home. By stopping the 27 and ending the 14 after 7PM, you are making it difficult to get to a large area in the Central District and Leschi. I don't know disabled and old people will get anywhere near their homes as there isn't any other service that gets anywhere near this area. The proposed 106 only goes to MLK Blvd. but many people live further than MLK Blvd. and East and West of it.
Right now the 8 is the most convenient option, with Link/transfer 2nd place and 7/49 as third. With the changes the 7/49 option disappears after 11 pm and the 8 becomes useless, and with changes to connecting routes, Link/transfer is less possible. I am less likely to use transit for later night trips as the proposed network is basically useless after 11 pm.
As noted, the less regular trips, such as working at the food bank or traveling to the airport, would not be possible or would take a much longer travel time so I would have to consider whether driving would be a better option.
The bus already takes much longer than driving to my destination. If I have to transfer lines (43->8) to get to work, this would add too much time/hassle to my commute. I use transit primarily to get to my job.
The bus ride already is an hour each way. With a transfer it will no longer be a reasonable use of my time.
I will have to ask my wife to drive me to Issaquah to catch up with the 554. She has other commitments and cannot always do this. We only have one car. The drive would be over five miles each way and take her about 50 minutes round trip.
It is currently very easy and convenient for me to ride Metro to work. My stop is one block from my house, and my bus lets off across the street from where I work. This level in convenience was one of my influences in moving to this neighborhood. The new proposed routes would make my commute longer and substantially less convenient. Instead of taking one bus I would be taking two and I would have to transfer. In addition to affecting my daily commute, not having Route 8 in the Central District would limit my ability to use Metro to go to other neighborhoods that I regularly go to, like Capitol Hill. These proposed changes, if they were to occur, would severely reduce the viability of Metro as a transit option for me.
because it takes too long to come home. Adds another half hour to commute or more at end of day.
None of the alternatives travels down 25th Ave. NE

<p>The closest bus stop will be over one mile from my home and thus I will be forced to rely on cabs and Car2Go significantly more often than I do now. Whenever the weather is too bad, I have to be out late, or have to dress up, I will no longer be able to rely on Metro.</p>
<p>Weekend service on my route would be eliminated. I would make fewer trips downtown on weekends.</p>
<p>My route would have less buses servicing it, so I'd have to drive to work more often</p>
<p>if the proposed changes are made there are potentially a lot of activities outside of travel to/from work I just wouldn't do anymore as the effort &/or cost of getting there would outweigh the pleasure.</p>
<p>because the bus won't run at night or close to my house, so I would have to walk too far carrying groceries and not be able to get there at all at night.</p>
<p>I will reduce my time at UW, with the result that people who work with me will be let go or find other work.</p>
<p>I am 77 years old. It is getting harder for me to walk far. I expect the changes will make things much more difficult than the last ones. And they were awful! I dislike the last changes very much. I have to take Metro to the VA Hospital in Seattle a lot. Last time you tried to cut out the bus stop close to the door of the VA. This time you will probably do it. I cannot walk up that hill to the hospital.</p>
<p>Where my hometown route is proposed to be rerouted, it is out of my way to get to the bus stop.</p>
<p>There's no bus after 11pm when I get off work at 11:30pm</p>
<p>I have the option to car pool ... Thank Goodness!</p>
<p>Duh</p>
<p>If the morning route time I take now (7:35 AM from NE 133rd St) is cut, I may not be able to catch the next earlier time and may need to drive to work instead of taking the bus. Similarly, depending on what evening route times are cut for the 252, if I need to stay past a certain time at work I may need to drive.</p>
<p>I might stop altogether depending on how many other people stop riding the bus. I can't stand the jam packed busses. The seats hurt my back and standing is not an option.</p>
<p>With no route near my house, I'll probably never use transit.</p>
<p>I'll have to drive in on days that I will be staying late.</p>
<p>It would become way more inconvenient.</p>
<p>In the dense neighborhoods I am usually in, my wait will be longer. In many instances, walking to other neighborhoods may be faster than waiting for a bus in an urban neighborhood.</p>
<p>I expect it will be more common for buses to be full so I have to wait for the next one. If that starts happening too often I'll stop bussing and go back to driving so I have a predicatbel commute. Waiting outside in the cold & wet during fall & winter and seeing a bus go zooming by because it is full stinks.</p>
<p>The bus route will not serve me as well, and it may take me just as long to walk to work as it would to use Metro.</p>
<p>I don't have alternatives, so I would have to just use what was available, but would take fewer discretionary trips that I like to take now.</p>

It will become very inconvenient to travel to work via transit - though getting downtown in a car isn't exactly easy, it's a lot better most days than a prospective 45 minute combined walk/bus commute
I would start having to take the taxi home at certain hours, which means I would spend less time downtown or visiting local businesses.
It would certainly impact when I could travel, and how I could get there.
I will no longer ride the bus--especially on weekends, which I rely on the bus heavily for. I will bike, and maybe even considering buying a car.
It's just less convenient to have to wait for buses. I would drive myself or have someone drop me off. However, that's not always an option. So, it just means my quality of life decreases.
It will make me unable to get to current commitments on time so I will have to cancel them, and will also make my total commute from my home in Seattle (in the U District) to my family's home on Bainbridge over two hours each way, which isn't doable with a job and full-time school. I usually go to help with childcare, but I likely won't be able to anymore.
To use the 75 to get to NOAA, I will have to leave earlier to catch one that will allow me to get to work at the same time I presently do with the added walk time considered, or change my work schedule. Therefore, when time is a factor or the weather is bad, I will probably drive.
reaching Mt. Baker via #8 would be impossible and via #2 would be much less convenient.
The 14 is already crowded everytime I ride, reducing service on it and/or eliminating the 4 and the 27 will me even more crowding on the 14.
I'll need to drive more to get to the places I need to go in a reasonable amount of time. I'll still use the bus because the toll makes driving expensive.

37. Answer: The same as I do now – Why?

I will still rely on transit, but it will be much less convenient because there will be far fewer options.
I do not own a car.
I need to use public transit to get to work.
My routes not affected by service reductions during the time I use the buses.
I still have to get to work. Since my transit is subsidized it still is the overall most cost effective way for me to get to work. It will however mean substantially making me leave home earlier and arrive home later due to the very larg increase in the amount of walking I must do.
I don't have a car and will have to transfer more often.
I have no other option other than transit.
The only way I get to the U district is by bus. I would still use transit, albeit with more transfers.
I just am not sure if it will take longer to ride the bus. The 44 is already often crowded in the mornings and has to leave people behind. we need more buses (44) coming towards UW in the morning.
It is still cheaper than gas and parking in the University District.
I do not own a car, so I use Metro to get to all of my destinations.

<p>I would still use it because I have no other option. It looks like the buses will get more crowded at certain times of day. They are already fairly crowded. though not as bad as some routes. Some riders take the 43 from the U-district to downtown as an alternative to the 70, 72 etc. (43 is slower but less crowded). I'm not sure how the changes to those routes will affect crowding on the 43.</p>
<p>As I mentioned before, a key reason my husband and I moved to Seattle last year was we were looking to have a carless lifestyle. We hope not to need to buy a car, so we will continue to depend on the bus, but it will be more difficult and take longer to get where we need to go.</p>
<p>I don't have any choice. I cannot afford to park at the UW and the toll on the floating bridge has created unbearable traffic on Bothell Way and Lake City Way. I don't need to be adding to that traffic, but some people will and it will be even worse.</p>
<p>I don't have any other form of transportation and depend on the busses, so I have no choice but to ride the bus, but if I did have the option I would take it less.</p>
<p>I have a U-PASS; I will find a way to use it.</p>
<p>but I expect my wait to be longer and I expect the frequency of buses to be less and the last bus to run at an earlier time, making it almost impossible to get back from the university district at an earlier time than this happens now. If this happens, I am forced to go downtown, and get another bus, likely the 40, back up to the north edge of Queen Anne by Nickerson, and my stop would be about 3x as far away from my home.</p>
<p>I don't have an option - no bike, no car.</p>
<p>No other choice</p>
<p>It is the most efficient transit option available to me (do not have a car or bicycle).</p>
<p>I don't have a personal vehicle and need to get to school at UW still</p>
<p>My schedule will change. I will have less flexibility, less hours at my job, less time in school, however I will still use transit because it is my only option.</p>
<p>I still have to get where I am going.</p>
<p>Because I have no other choice.</p>
<p>I have to take the bus to UW.</p>
<p>I have no other option, I cannot drive because of a medical condition. If i cannot work as much due to these changes I may have to drop out of school.</p>
<p>Trying to park near UW is difficult.</p>
<p>I don't have any other option! I will just have to wait longer if you do this and there is an increased chance I will be refused from getting on my bus.</p>
<p>I don't have a car, so I don't have any other option</p>
<p>I have no other way to get to and from work</p>
<p>I don't have a car and transit is already included as part of UW tuition, so I would just have to adjust.</p>
<p>The bus routes served near my home will reduce (30, 68, 74). Only left with 372.</p>
<p>Right now, 2 routes go from Fremont to the U District. I believe one of those is being cut. I would take the other bus.</p>
<p>I don't own a car and buying a car would still be more expensive than using transit. However, my commute will become more difficult and if the difficulty continues to increase I may have to start driving.</p>
<p>I still need to get to school but the travel time will increase</p>

Cheaper than parking.
I do not like to incur additional expenses for gas/parking when I have a bus pass.
I need to get to work and daycare. Parking at UW is prohibitively expensive, so I have no choice by to take the bus, now it is just going to take me longer.
I have no car, I do not intend to get one. I want to be as green as possible and Metro Transit helps me with this goal...
I have no other choice
Sadly, the same. Just a bigger hassle.
It is the only option I have.
No other options
If need doesn't increase with the demand for service in this area, I'll end up riding a bicycle or walking, instead of taking the bus. I'd rather be able to count on a seat on the bus. For now, I'll still ride the bus about the same amount.
Increasing the proposed time between buses could be a hardship. One of the biggest faults I find in Metro service compared to others I have used other cities in the US and internationally is the wait times between buses. If you miss your bus you could end up waiting for 20-30 mins at a non-sheltered bus stop, contending with weather and dangerous people. This is unacceptable for me, especially when traveling with my young daughter, and it reduces my usage of the Metro for longer trips. If the wait times are increased, I am even less likely to depend on Metro for my commute and other trips.
driving to work would be too expensive due to the 520 bridge toll and parking fees, plus driving in traffic is a nightmare. i'd rather struggle with an overloaded bus system than the overloaded highways.
Sure, I will ride the same I do now, but I will have to deal with more crowded buses from the UDistrict and more time for my commute. That will have a negative impact on my quality of life.
No other transportation choice
I don't own a car, so I would still be completely reliant on transit to get to work.
I would still use transit the same as I do now because I can always take route 535.
My transit experience would be more unpredictable and frustrating and each trip would be longer. Also I won't be able to visit some friends and businesses because of the longer walks and/or lack of access to those areas.
I do not have a choice - transit by Metro is my only form of transportation.
As I have no other means of transport.
Metro transit is my only mode of transportation available to me besides walking. While I will still have to use it, my opinion of it will go from generally positive to very very negative.
It costs too much to park in Seattle so I would be forced to still use transit.
I don't drive, so I still need to get around.
I don't have an option. I rely on transit.
It's not economical to drive alone into the city. Plus the traffic is horrible and the danger of being in an accident great.
I would still prefer to ride the bus than drive downtown and pay for parking.
I do not have a car, so I have no choice.

It still beats the car and parking situation.
I will continue to use it because I have no other choice but to just suffer from your mismanagement and terrible service record.
I will be in jeopardy of losing my job because the alternative routes will not get me to my job on time.
Though, depending on the increased congestion, I might pursue other transit options.
I will still need to use transit to get to and from work somehow, regardless of the changes.
I have to get to work
This bus is full with riders standing during peak hours and now it is being reduced. People are going to be very aggressive getting on the bus and sitting in each others laps.
Because I have no choice, just like the other 20 percent of Seattle households without a car. I can't afford to drive and I really don't want to anyway.
I have no other alternative for transportation.
The 150's service should stay roughly the same for my travel times.
I will still have to get into work downtown by bus. It might take me a lot longer and be much more inconvenient.
I have to use the bus to get to work. The 70 takes approximately 5-10 min longer that the 66 and is generally not as pleasant of a trip -- there is a lot less commuters and more uncouth characters.
I don't own a car, so the bus is my only mode of transportation.
It is how I can get to everywhere I need to go. If the proposed changes are made, I will not be able to spend evenings downtown (attend theater, films, dine out, go clubbing, etc.) therefore I will not be spending money downtown, which will result in lower sales tax revenue.
I will need to continue to use transit, no matter how inconvenient, because with my current pharmacy school and undergraduate (8 years' worth altogether, more than \$130,000) student loans, plus rent and utilities, I absolutely cannot afford to obtain my driver's license, purchase a car, and pay for insurance and gas. I rely 100% on Metro for everything I do--whether it be going to my clinical rotations, going to work, or purchasing basic survival items such as food, clothing, or school supplies.
I could take the light rail to get to Central Seattle (Downtown, Capitol Hill, etc.) or take the 48 from the transit center in Mt. Baker (about 15 minutes of a walk from where I live currently). The only thing being affected is how long it takes me to get to certain destinations in Seattle due to the bus-route-cuts.
I don't have a choice, I have to use transit
Because driving is worse and much more expensive
i nned to use the bus. I have no other method of commuting to work.
My bus rides would be longer I would have to leave earlier and get home way later
Gotta get to work! Driving is too expensive and eco-unfriendly.
No choice. I do not have a car or bike.
I don't have a choice - I don't have a car and don't choose to purchase one because in a city the public transportation should be sufficient enough to prevent that. My ride is already painful during the evening commute due to overcrowding so the loss of a bus route will only compound the problem.

Because I do not have a car to commute with, do not wish to spend more on driving and parking, and believe in public transportation and reducing individual driving and pollution.
Prices for parking are going up at work, so it is still cost effective for me to ride the bus. It would depend on the transfer times between the two busses.
I need to take the bus to work. There is no other option for me. I just will have to spend more time waiting for buses in the rain and cold.
My commute is already super-long. Adding 15-20 minutes is annoying but I simply can't drive an hour 1-way every day...
But I may have to find other routes, and drive longer distances
My trips will just be longer and thus more inconvenient
No choice
Its the only viable option. Driving downtown doesn't make sense and walking would take too long.
I don't really have a choice
Gotta get to work. However, in a few years my parents will give me their car and perhaps then I will drive to work.
Will have to cope with a longer walk, but there's no alternative to making it shorter.
I have to get to work, it will just make it more stressful trying to catch a bus in the afternoon. I hope that my employer will let me leave work earlier to make sure I can catch a bus home. I work for a law firm and that is not always possible. I have taken the bus for over 18 years and remember the years that the last bus was at 5:15 in the afternoon, and having to come up with other ways to get home from work because I missed it because of an emergency at work.
No other options
I refuse to take the NOT SO Rapid ride (A Joke)as everytime i have gotten on there are Wanna be gangsters yelling in the bus using profanity and threatening to beat people up. LINK (add MORE CARS)
Beacuse you you will be improveing routes. But at the same time cuting service that peolpe need.Like most late nite service and after 7pm service.
I do not own a car and principally rely on biking. However, transit is the alternative when travelling long distances, carrying heavy loads, or whenever biking is not a viable transport option.
I don't really have much of a choice. Though, if the transit system gets any worse, I have considered getting out of Seattle.
I only have 1 car for my family so I have to have reliable bus service to Seattle.
It's still cheaper and more convenient than parking my car.
Metro is repulsive. I use it as little as possible and never plan to increase use. Too many winos peeing on the bus, too many fights, too many thieves, too many stops.
I don't have a vehicle, nor will I have consistant access to one. I work during hours that my roommates also work, so it would be impossible for them to give me a ride without one or both of us being severely inconvenienced. I began using the Metro services in June of 2013 and have been happy with their timetables and availability.
I will hold off on buying a car for as long as I can.

I have to use transit I do not the extra money a month to pay for parking downtown. With the purposed cuts it will double my commute time.
I really wouldn't have a choice. I may use different routes to get to work. Either way, my commute time would increase.
Because that's the only way I can get to school.
No other alternative other than to not go to my destination
I don't own a car. I am dependent on Metro for ALL trips. My concern is the crowding and the wait times.
I dont have any choice.
I do not drive a car.
I don't have a car. I am forced to use busses
I simply prefer to use the bus than drive - it's more affordable, less stressful and better for the environment.
I'll shift my schedule as much as possible to avoid peak times. The 27, like all the buses I take, is generally crowded as it is, and will only get worse.
I don't want to drive, so I will have to adjust to whatever busses are available. But it may adversely affect my work schedule.
I do not own a car so I do not have a choice.
Because I work downtown, transit is the most convenient and inexpensive way to commute to the office. These changes will simply make a crowded, frustrating commute even more so.
There will still be lots of routes. The proposed cancelled routes should be cancelled.
I will most likely continue to use transit as I don't want to commute by car to my work - but I may consider using VanPool or something similar instead of including a transfer every single day.
I have to use the bus to get home regardless.
I take the Metro everywhere as a philosophical choice to be green.
Too expensive to drive and pay for parking in Seattle
I certainly wouldn't use King County Metro as often. Right now I use it 100% of the time - I may have to use Sound Transit to get me where I need to go.
I don't have a choice. I can't afford a car and the streets I need to travel aren't safe enough to bike.
With the 520 toll and UW parking costs, transit, subsidized by the UPass, is by far the most cost effective way to get to work, and it's less stressful than driving.
I anticipate using it the same, but the inconvenience will be on the return trip home.
I hope!
Because I have no other choice
I am transit-dependent.
It is the least expensive way to travel to school.
I rely on transit as my primary form of transport.
I have no car and rely almost entirely on transit to get around. (Most of my trips on weekdays are on Central Link.)

I don't have any other viable options. I ride the 260 today which is nearly full both ways. I don't look forward to standing during the 257 or 255 ride.
i don't have another option for getting to work
My usage would be the same in terms of how town I take the bus. However, I would have to alter my working hours in order to make room for the increased trip time and fewer runs.
Fortunately there will still be a bus (#50) running up/down 35th Ave SW, if the 21 local is cut. The #50 previously went to the Admiral District through the Junction, but will pick up some of the slack for the 21 & 22 in the southern part of WSEA. Please let people know about this, I was informed by a Metro worker last Monday. Thanks.
I will have to take longer trips or not be able to work at my job any longer
I just wouldn't have a seat. I would have to stand. I am dropped off at the transit center in Federal Way so I wouldn't have to worry about getting a parking place in the transit center most days.
Bus is my primary transportation especially to campus. So, whatever decisions are made I unfortunately would have to adjust to it (plan my trip duration longer than now), even if it makes commute to school much difficult like the 10 minutes extra walk from the bus stop to get to the building on campus- if the changes become effective.
Taking public transit is important to me, even if it is more inconvenient and takes longer than driving
I must see my doctors and refill prescriptions just as often but it will take longer. I am in a wheelchair and must ride to get out of the house and neighborhood for my emotional and physical health.
I don't drive and must use transit.
Will adapt to what is available to me.
I have to get to work somehow, don't I?
I do not want to drive on I-5 to get to work!
I don't have the luxury of not using Metro to get around. I, like many Metro riders, rely on Metro to meet a huge percentage of my transportation needs. I can't take a taxi to work every day, and if Metro's sweeping cuts impact my commute, then that means I might have to leave the house 30-60 minutes earlier and get home 30-60 minutes later at night. That's a non-trivial loss for me.
Only option....
While I will still use transit the same amount of time, it affects the time that it will take even getting on a bus.
I will not drive unless I have to
I have no choice. I'm at the mercy of what happens.
I depend on transit and won't get a car.
I rely on Metro so I will have to continue to use it, but I assume the waits will be longer, buses more full, etc. I may replace a few rides with cabs when I can afford it.
THE BUS IS MY ONLY MODE OF TRANSPORTATION TO GET TO AND FROM WORK!!!!!!!!!!!!!!!!!!!!!!
I have no car, so my only options are Transit, walking, or the rare ride from a friend.
Walk to a different bus stop, but overall trip time to destination will be more than twice as long!

I'll still need transit to get to work. It will just be harder and less timely.
I am handicapped and Metro is my source of transportation. It will dime and riding time.ouble my wait t
I hate driving, so I'll probably put up with less convenient buses. But this isn't a win for the community.
My route will not change. The frequency will change only.
Route 212 is not scheduled for any changes, but Route 210 will be cut. Also I don't know if Sound Transit will be reducing service.
Driving and parking at my place of employment is not an affordable option.
I have no other choice
This is how I get to work! Driving would cost much more in parking fees and gas. HOPEFULLY AN INCREASE IN BUS FEES IS NOT PART OF THIS PROPOSAL.
I will have to walk further to next bus stop or wait for bus showing up.
It isn't feasible for me to drive and park at work because it is too expensive.
I don't own a car, and can not afford to buy a car.
I am lucky in that I have many different routes I can take to get downtown. I worry more about the times I won't be able to use transit for pleasure to avoid driving in crowded areas (e.g. going to Bumbershoot, taking the bus instead of the taxi for a night out, etc).
It is my main source of transportation - I do not have a car or know how to drive.
Bus availability will dictate my schedule more. It does to a certain extent already, but with the 249 only every hour and stopping at 6 PM, I will have to shift my routine. It may well mean that I use the 249 less.
I don't have any other options.
My routes aren't planned for cuts or changes.
but I will end up driving to a bus route that is workable and adding to congestion on the streets and in neighborhoods parking
I still need to get up James St hill.
I will strive to use transit whenever possible and not too inconvenient.
The issue is the number of riders. There is never enough room at the time I travel
only way to get to work, but will be much slower and crowded
I will try to use it daily, but I am not sure it will be possible anymore.
Because I have no choice, but it would definitely cause issues with my sleep and work schedule, not to mention it will cut my time with my family.
It is a bit hard to know how the changes will affect my commute, but I can imagine there being too many riders to fit on certain morning commute buses that leave from the Burien Transit Center. Those routes are well used and needed!
Early or late, I have to get to school somehow.
I don't want to own a car and live in the city center, and I don't want to move to Redmond.
Transit is my only mode of transportation. That or over priced car service.
I'd still rather wait for a half hour for a bus with room than deal with rush hour traffic myself.
Traffic will be so bad, as a result of these changes, that driving isn't an alternative.
Transit is necessary to get to work but would be significantly more difficult

Still cheaper than a car with insurance
If the 205 was cancelled I think many people would start driving to work and school. Is that what Metro wants? More people driving adds to congestion, much chance of getting into an accident, etc.
I don't have a car--they are expensive and traffic is awful.
I will always ride the bus to and from work. It appears that my routes (306, 312, or 522) will not be deleted but might be reduced. There is often standing room only on my routes during the regular commuting times of the day, so I think the busses will be fuller, resulting me having to wait a few busses until there is room for me, or having to stand for much of my ride home.
I will most likely continue to use the bus, but my commute will be much more difficult than it currently is.
I do not own a car and rely on transit for all my travel in King County.
My routes aren't being cut or eliminated at times I need them.
I have to. But I'll have to wait at the bus stop longer.
but it will be miserable.
I have to take the bus to get to and from work. Driving and parking downtown is too expensive.
I do not own a car, so public transit is my only option.
Or I may just walk or use my bike.
I need it, and will be stuck with whatever changes are made.
But I'll probably have to consider getting a car more seriously.
This is the only route that comes to my neighborhood and goes downtown. It's already full with passengers standing from Kirkland to Seattle.
I have to. I have no car or bike
I don't have a car.
A lot of the bus routes I take aren't going to be axed completely, but they will be revised quite significantly.
Driving to work and paying for downtown parking is not acceptable.
No other choice - don't drive and don't have a car.
But may look at car pooling
The I will just have to use an alternative route.
I believe in public transportation.
I can't afford to drive to work. However your proposals for Magnolia are terrible.
cannot afford to drive 60-miles/day: gas, pay for parking, car maintenance too expensive
I have no other option...well, walking. But that isn't realistic all the time.
I have no other option
I would need to leave for work earlier and consider expensive taxi cabs to get home late at night
I have to use the bus- it will be less convenient; as the last stop on the run, I will end up standing for every run into downtown.
Unless parking at the park and ride becomes a problem and/or I can't get dropped off, then I may have to drive to work or get a job closer to my home.
I do not have a car (or any form of transportation besides public transit).
I have no alternative

I would use the same route until I found a job closer to home. I already hate the commute, so now if I had to walk half a mile up and down a steep hill from Bellevue College to Eastgate Park and Ride in the rain so I could stand out of the rain while waiting for the bus, or hike out to in the rain to stand out in the rain on 148th, I would rather find a new job. I can't afford to live closer to my job because the area is ridiculously expensive.
I need the bus to go to school.
I don't like driving and having to pay \$16.00 a day for parking. I like to see my friends from the bus that I have made over the 35 years I have been ridding Metro. And I can take a nap.
I don't have any other way to get to/from work
I would drive to a different park and ride and spend more money on catching a bus over 2 zones than the current 1 zone. Not very happy bout this.
I believe route 2 would replace route 12, based on what I've read. So I think my commute would stay (relatively if not identically) the same.
I have to get to work and I'd rather not drive, but it will mean using the 49 inbound to the 554 outbound instead of the 9 outbound to the 554 outbound at Rainier now.
Parking is \$25 per day at work so unaffordable.
I have no other choice.
No better alternative routes or transit options.
I have no other option.
My route isn't really changing. It would become less frequent, but since I can see my bus stop from the window of my condo, and I have a one-bus commute, the frequency doesn't make a huge difference.
I do not have a car. I bus, bike, and walk to all destinations.
There will not be a route close enough to me, nor safe enough, to get to Capitol Hill. I will stop renting in the CD. The elimination of the Eastern portion of the 8 bus route will literally make my neighborhood unlivable (since I do not own a car).
Because I won't have an alternative.
I have to use it to get to work. However, if the trip is going to take nearly an hour, due to bus over crowding, I might as well walk.

37. Answer: I will stop using transit altogether – Why?

see remarks section
I don't know.

Without a feasible bus for my work commute, I'd only use public transit to get to the airport about 2x/year
my medical appointment has me traveling to fremont 3 times a week round trip. if the route 4 were eliminated I would have to find a new way to travel. I live alone so it would be a hardship to have to try and find a ride for anyone.
Not convenient - will take more time to get to work
You keep reducing and deleting routes from my neighborhood, I'm not going to support Metro with the rider fees. Its more time efficient for me to skip Metro all together and use Car2Go or similar.
Bus stops to far away - too many god-damn people using to few buses and if you really do this I promise you I and everyone I can talk into to it will never vote to approve funding for metro again!
It would no longer be an acceptable and humane experience. I would drive or take an Uber car.
Not often enough, too crowded, not night or weekend service. Just cannot count on Metro any more.
My only other option is the 358 and I won't ride that bus.
Too long of a commute.
Commute too long.
Having the alternative bus visit LWIT every hour is far too infrequent and does not run past the area that I am living in. Even if I did use this bus, it would take far too long to get to class. If I miss the bus once, then instead of being 30 minutes late to my class, I become another hour late; this is unacceptable. Conversely, the same would happen if I wanted to get to work (even though this new proposed bus route does NOT reach my work, so I would have to discontinue using the service completely anyway)
If it takes more time between stops and transfers then I would have to drive to get to work on time.
I will need to drive to work.
Route 250, which provides direct access from 24th ST to downtown, will be eliminated. The proposed alternative of using 249 does not work as it's up for MAJOR reductions and would also backtrack me (opposite direction) for connections to the already overcrowded Overlake Transit Center. The buses from OTC are typically standing-room only when boarding there. This alternative would take double the time, not allow me to work or relax on my commute, and be uncomfortable. I would rather pay more for parking and tolls by driving every day than go with this option.
My commute is already long enough. Being forced to transfer both coming and going will add up to an hour to my day and I don't have that amount of time to waste.
It just wouldnt be worth it. I'd have to cut down my work hours and I can't do that. Bike would be more economical.
because biking will be faster; as a medical student it is of utmost importance that my time be used efficiently. I would rather bike than spend time waiting around for buses. However, the compromise lies in that biking is less safe, particularly in wet weather and when it is dark. Therefore, I greatly prefer the safety of the bus to using my bike.

<p>What is the point of public transportation if there is a limited number of routes? Seems more inconvenient than convenient if you ask me.</p>
<p>Because it wouldn't be convenient anymore. The point of public transit is for convenience, and if the buses become inconvenient enough (which they apparently will), people will start driving their own cars because even in rush hour traffic it will be faster than the new 45 minute option.</p>
<p>It is already less convenient to take the bus than to ride my bike due to the rarity of catching both buses with minimal transfer time in between; and with even fewer of them, it will cease to ever tip the cost/benefit scale to the positive side.</p>
<p>Like I mentioned above, to go from a 15-20 minute trip to a 40-60 minute trip with transfers is inconvenient and therefore I'll probably just drive to school. The Metro transit is such an integral part of the Seattle community that to reduce the service by 74 routes and changing 103 routes is something I can't even stomach. It's shocking and sad. And I'd hate for this to happen.</p>
<p>It will no longer be a viable option for my commute or as a suitable means of transportation due to time required to travel.</p>
<p>I would stop using the transit to get to school, I'd drive instead.</p>
<p>It currently takes me 1 hour from door-to-door by bus on route 167, compared to 45 minutes by car, so the 15 minute difference is negligible and I am willing to take this opportunity, especially since I don't have to do the driving. When I have taken the next most convenient alternate route (101 or 102 followed by a transfer to a 70-route), it takes me nearly 30 minutes longer each direction for a 90-minute travel each way. An extra 90 minutes each day is less acceptable than an extra 30 minutes. When I lose an extra hour compared to my current route, or an hour and a half compared to driving - not to mention the fact that the alternate routes are always overcrowded, meaning I have often had to stand - I find the hassle extremely tiring. This is in addition to the fact that multiple times on these routes (101/70 routes) I have witnessed aggressive, suspicious, or inappropriate behavior from other passengers, whereas the 167 is filled with commuting faculty, staff, and students of the UW who are very respectful. I'd rather drive to save time rather than saving money when it becomes this inconvenient and will seriously consider giving up my ORCA card and pay for parking on a daily basis.</p>
<p>Because the changes do nothing but make what is already not convenient into something that is unacceptably inconvenient.</p>
<p>Too far to walk in the dark to get to/from first bus. I would have to walk at least 15 min. to catch the first bus, then transfer (5-10 min. wait), then 30 min. ride. Driving one way to destination is 25 min. in carpool. Currently return bus ride is standing room only for first 15 min. of 30 min. ride.</p>

<p>If you decrease and modify the routes as is currently being proposed I will have no choice but to drive. I thought the city of Seattle and King County as a whole were trying to decrease traffic and increase public transportation use. I already find it difficult to use public transportation because of the inconvenient scheduling of some of the routes, but I do my best to make it work and do my part to stay off the road. I would no longer be able to do this. It would be literally impossible since 2 of the routes that I ride often (26, 32) would be going away, another one (31) would be shifting it's route and others would also be shifting their routes away from me. I find it very interesting given the amount of dense construction that is going on in the Fremont/Wallingford area that bus service would be decreased to these areas. To make matters worse, many of these new buildings have no or limited additional parking. People would have to own cars, but would have nowhere to park them.</p>
<p>the principle purpose of using the transit won't be served by the proposed changes.</p>
<p>It will actually be quicker to drive to work and school rather than take the only other bus I could which goes way out of the way before going to my destination.</p>
<p>I may have to buy a parking pass on campus for \$400 a quarter as my route home is gone and the distance I will have to walk at night is not safe.</p>
<p>I would switch to biking or driving to school.</p>
<p>I would seriously have to consider not using the transit system for my daily route anymore due the route time almost doubling and personally the buses aren't reliable enough for me to trust having to make transfers on time. Its likely one of the buses i would have to take would be late and that is something that can't happen if i want to get to school in time for classes.</p>
<p>The change will make my commute more volatile and add delays which render inconvenience more than I am willing to accommodate for the "public good" of leaving my car at home.</p>
<p>If it is less convenient and more time consuming to ride public transit than it is to drive, I'd rather pay for parking at my place of employment and drive to work.</p>
<p>There will not be an option to get me to work in time. The earliest route 48 is just barely not early enough.</p>
<p>I might try the transfer, but I can see that the bus I would transfer to is being cut as well. Not leaving a lot of options.</p>
<p>The commute time would exceed an hour and a half one way, and would involve traffic delays getting into downtown, and getting out of downtown. My current route goes up 405 and over 520 and is usually on time. I would end up driving so I wouldn't spend four hours commuting on the bus.</p>
<p>Why waste my time on the bus when Metro's cancellation will also cause me to be late to work.</p>
<p>It's too inconsistent and too much of a hassle. My employer will pay for parking downtown or a bus pass. I like to ride the bus as it's better for the environment and community, but these changes will push me to drive.</p>
<p>It is going to create fuller buses that are less safe for passengers.</p>
<p>It will no longer be a viable option.</p>
<p>For work commuting purposes I will have to drive.</p>
<p>I would have to walk over 3 miles to get to the bus stop. The park and rides in my area are full when I leave for work.</p>
<p>not convinient anymore</p>

<p>Because if i am going to need to drive my car to get to a bus stop then it would just be easier to drive all the way to work. Such a waste.</p>
<p>I would need to get a new job out of the U-District. It would be too inconvenient and expensive to travel across 520 by car.</p>
<p>I can save the money I use for a bus pass and buy gas for my car.</p>
<p>I bought my house because it was on a direct bus route. If it doesnt work for, me why should I give you ANY money?</p>
<p>It forces me to use my car anyway.</p>
<p>Its ridiculous to have to transfer twice when I didnt have to transfer.</p>
<p>The proposed new route will not take me where I go.</p>
<p>Beucase it no longer makes sense not having a car to move around than waiting endlessly for a bus that often fails to show up on time. The detachment between the tools to make the service appealing to the customers and the serivce makes all online tools a joke. OK, now you have a fancy webpage to show the routes. How does it helps you when your phone or tablet has been snatched from your hands? Metro spent a great deal of money having fancy stops for RapidRide, with nice seats for smokers, and benches for non-smoker riders: BRIGHT!!</p>
<p>It is a 30 min walk to the closest bus stop. There are no grocery stores nearby - since Top Foods closed. The closest is Fred Meyer after a 30 min walk to the bus.</p>
<p>Safety and length of commute.</p>
<p>It should not take an hour, 3 busses, and a mile + walk to go two miles, especially in city.</p>
<p>Every neighborhood deserves to be serviced by Metro regardless of your preconceived notions of affluence. Serve every neighborhood. Raise my taxes.</p>
<p>I take the 304 which is proposed to be deleted. It takes me about 5 minutes to walk to the bus in the morning and it drops me practically in front of my office. I can leave my house at 6:08am and be in my seat by 6:45. One alternative for me is the 301--which is about a 20 minute walk from my house and another ten minute walk to the office (5 min in the eve). So it is an extra 15-20 minutes on both ends of my commute (30-40 extra minutes of commute time). I'd have to leave my house at 5:50 am instead of 6:08 am and walk along Aurora Ave in order to get to work at the same time. Another option is the 358 which is a terrible, horrible bus to ride. It isn't clean, usually smells, and it's frequently standing room only in the morning. The bus is slower and it takes over an hour to get to work and the bus stops on Aurora don't feel incredibly safe. Plus, I'd still have to walk farther to get to the bus stop from home and back. I'd have to leave my house at 5:40 am to get to work around the same time. I could park at the Shoreline Park N Ride but that would take an added 20 minutes on both ends as well. To get to work by 6:45 by car, I could leave as late as 6:25. Why would I want to leave the house more than 30 minutes before that? It would cost more for sure but my quality of life (i.e. time spent doing things not related to work) is worth it. We already spend more time at work than we do with our families and I can't afford to move closer!</p>
<p>I am a commuter user (also b/c my route was already reduced to express only). This change would just make it more complicated to use than just getting in my car and going.</p>
<p>Either have to figure out a bus transfer or drive to a park and ride that is often already full. Will likely just start driving to work again. Disappointing since the 244 route is already a limited commuter route.</p>
<p>Because taking 124 to A will take more than double my current travel time and more than double the time if I were to drive myself.</p>

<p>I will most likely start driving to work. Driving takes about 20 minutes each way, while my bus commute will take 1-1 1/2 hours each way. I would prefer not to be another car on the road adding to the problem, but not enough to give up 3 hours of my life.</p>
<p>Transit is becoming unreliable and unsafe. Standing for over 30 minutes is also unsafe and is becoming tiresome.</p>
<p>If the 73 is deleted and the 373 comes only every half hour, the 373 will be too crowded with students going to Roosevelt High School on 15th Ave and others going to the University of Washington or downtown to reliably be able to pick up passengers south of 125th St. As noted above, when either the 73 or 373 does not arrive on time, when one of those two buses does come, it is usually too crowded to pick up passengers. I need reliable transportation to get to work. I also cannot arrive at work a half hour or an hour late.</p>
<p>Commute would be longer and I would have to transfer more often. If I have to work late, service near my home would be stopped earlier and I would need to take a taxi home from a transit center. I WOULD RATHER DRIVE AND GET TO WORK SOONER AND HOME SOONER.</p>
<p>I will already be having to get in my car and drive to one of the other P&R locations, park, and fight with the overcrowding on those buses. This is unacceptable public transportation for me, and I will have no choice but to start driving all the way into work and adding my vehicle to the already crowded roadways.</p>
<p>There will be no real alternative to the bus route that I take now. I will most likely have to quit my job because of these service cuts.</p>
<p>inconvenient transfers.</p>
<p>My ride home at night already takes 1 1/2 hrs. Adding a transfer with the proposed change will make the commute unreasonably long.</p>
<p>The fact that I would have to depend on two buses to get to work deters me from wanting to take public transit</p>
<p>Frequent and evening route service will be stopped for route 238.</p>
<p>The travel times and transfers will extend my commute to equal or more than I can travel by car even avoiding the 520 toll.</p>
<p>It will become more convenient for me to just drive to the university.</p>
<p>I don't know what I will do as this drastically impacts my ability to work and live where I do.</p>
<p>Can't keep changing my work schedule to keep up with the ever changing bus cutbacks! and changes and the quality of the information that comes out is very poor and frustrating!!!</p>
<p>Too difficult to incorporate with my work schedule.</p>
<p>It will be much faster and more convenient to drive each way. Transit would be used rarely, and not for a work commute.</p>
<p>I won't be able to rely on the service of my bus and would not be able to make it to my job in a timely fashion. I would probably attempt to organize a carpool with neighbors (and organize to vote out the elected officials who allowed this to happen!).</p>
<p>I will stop using it for work, but maybe on weekends when I have hours to spend to get somewhere I might use it.</p>
<p>too many transfers as it is. need routes that area more direct and get people beyond downtown seattle barrier. transferring downtown is not comfortable of your buses don't stop in the same place.</p>

If bus #113 is deleted then I have no other bus option to get me downtown to my job.
There is no alternative for route 930 or 244 along Willows Rd NE, which is where I work. If I can't get to work by bus, I might as well stop using transit.
There are no viable alternatives to the deleted portion of route 342 for me. The only remaining options are to take Sound Transit buses and transfer in Seattle or Lynnwood. I have tested those options and they tend to take longer, cost more, and are less convenient than either the 342 or driving.
The time and hassle required to catch a bus would not be worth the extra time spent getting to/from the bus stops.
Inconvenient
Making the routes require multiple transfers takes way too long for a current 20 minute trip. I will start driving my car instead of taking the bus if these changes take into effect.
Because it will no longer be a viable option for me.
The commute time will be far too long. It is already a long trip from Snoqualmie and the change will make it much too long.
how am i suppose to do my work after all those transfers and crowded slow buses? 43 is not even reliable and can get delayed through Capitol Hill gridlock. There are bicyclists using that bus, they load and unload bikes on every corner, the bus is slow, standing room only, gets disconnected from the wire on turns, has to wait for every pedestrian passing... this is not reliable service. I got a job at UW hospital long time ago because of route 167. many people did, now they have to quit after so many years? living closer is not affordable. parking at UW hospital is not free for employees, but we get bus pass. what's the point of the bus pass if we can not use it now?~
I only ride the bus because it's convenient and doesn't take too long. With these changes I will drive to work instead.
Commute would be too long. I would buy a car.
I will have to stop using the bus.
it's simple, 169/167 transfer takes 45 minutes. without 167 it will take up to 2 hours with 2 transfers and one transfer downtown will be complicated since buses connecting bus 43 doesn't stop in the tunnel
because i will have to quit my employment at UW medical or I will have to move, but i can't afford to move to Montlake / UW area. route 167 has no good alternatives between Renton and UW. 101, 143,106 all duplicate routes to downtown, 140, 560 are duplicates to Tukwila Burien, 107 is always empty. cut those routes! 167 has no alternative at all.
I will have to buy a car or quit work at UW hospital. I chose this job and bought Renton condo because of route 167.
167 takes 30 minutes, your options will take 2 hours and are not reliable. route 43 travels through pedestrian/bike areas where bus gets blocked and can't go very fast, plus a lot of mentally ill people on that route. UW hospital is a regional destination, it needs regional service, not a bunch of transfers on neighborhood buses that mostly service homeless population as a place to warm up. You must keep route 167 or many people will not be able to get to their medical treatments. You can't get these treatments anywhere else in the state.
167 stops near me in safe areas of Renton. if deleted i will have to walk to a crime area to catch 101... 167 takes about 30 min between Renton and UW Medical Center, If deleted it will take about 2 hours one way with an unreliable connection...

<p>I am taking route 167 direct for cancer treatment at UW Hospital. You offer me to walk another 1-2 miles to the transit center, take route 101, then transfer in Downtown Seattle between the tunnel and the street to a slow route 43. Really?! For a cancer treatment I have to walk through a crime area of Renton, then walk extra in downtown and then to take a slow 43 that takes longer than a ride to/from Renton? Of course it's not gonna work. I will have to ask for rides. What a shame, the highest sales tax rate in the country and once in a lifetime when you so need the service that it funds, you can't even use it.</p>
<p>I would be commuting 2 ours each way which is much too long as I start work early in the morning.</p>
<p>With no route form my home to where I need to go the bus will not be a viable option.</p>
<p>I have already stopped using transit...no express bus after 7:52 a.m.</p>
<p>I only use transit for my commute. If transite can not accomidate that I would stop using it.</p>
<p>Because this is horrible what you are doing to us.</p>
<p>I would only benefit from the bus route for a block or two, rendering transit useless for my commute to work. I will have to walk.</p>
<p>These cuts have really made me consider buying a car. I live at the top of Queen Anne and it's already difficult to get to certain parts of the city via bus, but with the cuts it will be impossible. It's a shame because these bus cuts are making Seattle into some little ho-puck town, and not at all on the level of the great cities who understand that public transport is essential to becoming a a world-class city. Who wants to live in a crowded city where you can't get from one place to another without sitting in traffic for hours just to travel 10 miles? No one!</p>
<p>I will not be safe walking to the Bellevue College Campus, and the distance is too far. I will drive instead.</p>
<p>Where I'm located, near the 167 no nearby transit will exist. I may try and find fellow carpool ride share groups, but i've been waiting for a response for some time now. I'm completely perplexed w/what I'm gonna do-</p>
<p>If my transit time becomes much greater than the time it takes to drive and I have to transfer, I doubt it will make sense for me any more. This will be sad.</p>
<p>As a parent of a middle school student, I would feel that his safety is compromised by needing to transfer downtown. The area for transfer is a known area for drug use, sales, and other delinquent behaviors.</p>
<p>There are only two places I currently commute between and the main bus lines getting from my house to both of them will be affected. I will just bike or drive when I absolutely have to if these changes go through.</p>
<p>Because I don't feel it's safe to have my 12 year old on a bus and transferring downtown. He is small for his age, and I think he would not be comfortable.</p>
<p>My total commute time will be much longer that would not work with my work schedule.</p>
<p>see above</p>
<p>It will be so inconvenient I will be forced to drive to and from work, increasing pollution, traffic, and pay parking fees.</p>
<p>I wouldn't have a monthly pass, so it becomes inconvenient to constantly have to refill/use e-purse money. There is a huge time cost for busing places vs driving, and introducing more inconvenience into the whole process makes it unlikely I'll continue.</p>
<p>It's no longer convenient</p>

Distance to the rider option will be too far to make riding the bus convenient and efficient for my business commuting needs.
No convenient route would be provided that ensures on time arrival to work.
I would have to walk 15 minutes to Brickyard P&R, take bus to Bellevue Transit Center (20 min), take the B-line to NE 40th St (27 min) and walk 15 minutes to my office. It only takes 40 minutes to drive/carpool.
We're a one-car family, and can afford to park downtown instead of riding the bus if the bus is not conveniently located and/or doesn't service our final destination.
I can't walk at all far due to chronic injury. I'm not "disabled" by any legal definition, but I cannot walk far and not uphill. Take away this route and I either have to walk far or uphill...I can't so I'll drive everywhere cannot walk far and not uphill. Take away this route and I either have to walk far or uphill...I can't so I'll drive everywhere
Transit is currently convenient. If it isn't, I will stop using it altogether.
There would not be a bus that would get me to my destination by 4:45 am.
See #27.
See above. Without the 5 Express I will no longer consider taking the bus a viable commute option. It would just be too inconvenient and slow to take the 5 local. I rarely take the bus other than to commute back and forth to work.
The bus route options are terrible - inefficient and inconvenient or completely cut off altogether for my route
I've been taking the 242 everyday for years, I will likely be forced to stop using transit altogether, there just won't be any routes that get me to work and back in any sort of reasonable timeframe, and with out a major hike every morning and evening.
There won't be a bus that I can take to my house.
If I can't get to work in 1 hour or less, I won't take transit. Period!! You want us to ride the bus but you make it very difficult for us to do so. At some point, my time is worth more than the money I would save by taking the bus. Also, why do you route all of the northbound buses on 3rd Ave Downtown? If there is any blocking problems, all of the buses get jammed up going home at night. Very frustrating!!
It will no longer be able to get me to work on time. Nor will it allow me to connect with the Sounder -- so my commute would drastically increase making it impractical.
not able to make it to work on the bus anymore
It would take me too long. I probably will not be purchasing an orca card most likely
Because transit will no longer get me where I need to go.
The travel time of the ride will increase and reliability will decrease.
Because it will become a big problem to get from the bus to school from the 12 bus stop!!!!!!
I would have to walk too far to the remaining bus routes after bus #236 is removed from my street
I will not be able to walk the additional distance to the next bus route so I will need to quit my job in the downtown retail core.
Because it will no longer be convenient or cost effective.
As soon as I can, I will stop using it. It just doesn't make sense any more.
Will get a car

<p>There are no alternative bus schedules at night to arrive and walk safely at night. Too far to walk when the first bus does not arrive earlier than 615 am. It takes me 20 min to walk to 9th & Seneca. Too close when bus doesnt show up or is running late.</p>
<p>I just don't have the time to waste on the bus.</p>
<p>can't rely upon the service</p>
<p>because my only option will be to walk to school</p>
<p>not convenient, way too difficult to walk long distances, wait, transfer, etc.</p>
<p>Right now, Metro takes a similar amount of time to driving and the cost is slightly cheaper. If the buses are moved off campus, especially the two that offer the most service (271 and 245) I will either have to walk further to a busy street without the on campus bus shelter or wait longer for buses on campus, add extra transfers, and more time in order to use Metro. It becomes a hassle not worth the savings.</p>
<p>See above.</p>
<p>The increase in travel time on the bus & travel time from my bus to final destination makes proposed changes unrealistic and very inconvenient.</p>
<p>As stated above, my time is too valueable to rely on inconsistent service. In my car, I have the option of changing routes if there is a traffic jam and a guaranteed seat, the correct temperature, and flexibility in schedule.</p>
<p>Transit time alone will double and distance from an available transit line to my workplace will be 3/4 mile and unmanagable, adding more time to my commute. I will switch to private automobile, and get to/from work in less than half an hour. Currently my bus commute competes at little under an hour -- an I appreciate using public transit for many social and economic reasons. With the changes I'm looking at hour and half, two hours. NO WAY. My time becomes too valuable.</p>
<p>Due to my childcare arrangement, I cannot afford to spend 1+hours commuting to work in the morning. My current commute on the #8 is a very manageable 20-30 minutes each way. I need to keep my commute within that window of time so if you cut the #8 through Madison Valley, I will start driving to work everyday. I will lose the transit subsidy of my employer (pays 100% bus fares) and I will start paying \$50/week to park.</p>
<p>It is difficult to use the bus service when there is no room on the bus. The Rapidride from West Seattle currently is unable to pick up people at the last stop because it is full. I could potentially be waiting for an unknown amount of time until a bus arrives that has room.</p>
<p>I often leave my car at home and walk 2 miles in the good weather. Now I would have to walk 6 miles</p>
<p>The #12 is the most important line I use near my home which is close to Madison. I take my child to her daycare /preschool off of Madison, and then into downtown where I work near Madison.</p>
<p>The bus stops will be too far away from me to make it work. It won't make sense.</p>
<p>I will have no options.</p>
<p>The bus will no longer run at a time when I need to take it.</p>
<p>There is no late-night option to West Queen Anne</p>
<p>Distance to the new stop is too far.</p>
<p>It would no longer be convenient to take transit. I would have to join the other people that drive into work, and add to the congestion into Seattle.</p>

<p>It already takes my 45 minutes to get from Westlake Center to Starbucks Center in the afternoon, where my child is in daycare. If the 116 and 21 are reduced or do not service downtown, it will take me too long to get there and I will drive instead, which I really don't want to do.</p>
<p>I would have to get in my car anyway to travel to a park and ride, I might as well just drive the entire way.</p>
<p>to wait longer to ride overcrowded buses or risk the option of not being able to get home because the bus is delayed, etc. would not be worth it</p>
<p>I've already changed my work hours (which impacts not just my family, but co-workers as well). With the proposed changes, I may not be able to keep my job.</p>
<p>Because I will have no way to get to my job.</p>
<p>the service is crappy enough now that it will only get worse</p>
<p>My route is deleted! The whole purpose of buying my condo was the bus route to the UW!</p>
<p>I can't have the unpredictability of a transfer and extended commute time. what used to be 40 minutes each way will be 60 90 minutes each way. unacceptable.</p>
<p>All service on Willows Road in Redmond (both the 930 and the 244) will be deleted. The closest transit centers will be 2.4 miles away on foot; unacceptable by foot or bike in most seasons' weather. The nearest alternative (Dart 931) would not be usable due to the 1.5 mile distance from its nearest stop to my work and the time constraints that entails.</p>
<p>It's too far to be practical</p>
<p>If the 14 bus stops operating after 7:00 p.m., many people will face long walks on dark, perhaps unsafe streets in the evening. It won;t be possible to work in the evening (as I do 1 day each week) and feel safe coming home, or to go downtown to the theater or a movie and return to a residential neighborhood on a bus that travels well-lit major arterials. The 14 and 27 are often heavily used by people living in the CD or who need to use the light rail station, not only for night commuting but for attending events.</p>
<p>I don't think that the extra amount of time it will take would make it possible for me to continue.</p>
<p>Because it would be stupid for me to spend 45-60 minutes on an unreliable bus system to go 5 miles when I can drive it in 15 minutes.</p>
<p>It would be dangerous as well as inconvenient.</p>
<p>I would rather drive and get from point a to b than need to only have one bus option to get to work.</p>
<p>The inconvenience of waiting 30-60 minutes for the 60, which is already inconvenient, would be too much of a hassle. If I had to go downtown first and then transfer up to Capitol Hill, it would take too long and the 36 won't be running during all of the times I need so I would just start driving.</p>
<p>the additional transfer required makes the trip highly unreliable and adds to the total travel time</p>
<p>I will no longer be able to get to/from my work place during commute times if you eliminate the 121 that runs from downtown to Burien in the morning and from Burien to downtown in the afternoon/evening. It's very frustrating. It already takes me about an hour to go 7 miles for my commute, due to inefficiencies created from the last round of changes.</p>

<p>only on the weekend to get downtown. It is too time consuming to make more transfers or drive to a different park and ride. 2 of my routes are on the cancel list and the other 3 are on reduced. They have all been reduced all ready. I have to be at work at 7am there is only one bus that leaves burien that early. The other two go through bad parts of town. the light rail will take longer and go through bad parts of town.</p>
<p>The convience of the trip is gone. It would double the time to get to work (from about 1hr30min both ways to 3hrs+). I would have to leave earlier and not able to drop my kids off at school. I would be force into looking at mass transit alternatives. I would not be the only one forced into this dicission.</p>
<p>I wouldn't be sure that I could actually be able to get on a bus. There would be no guarantee that there'd be room on busses. And oftentimes drivers pass by my stop (Convention Place Station) when they are full. If this becomes increasingly less convenient and reliable, I will be forced to find alternative methods of transportation.</p>
<p>I ony use transit to get to work and back so if I am driving to work and back I will have no need of using transit.</p>
<p>I would have to see if my employer will allow me to telework more. If not, I would probably buy a scooter or an electric bike, thus taking my life into my own hands because of all the new drivers who will have given up on Metro.</p>
<p>It will no longer be convenient. I can easily use a car. Why use a service that will be a huge headache?</p>
<p>I dont want to make multiple transfers. That makes the ride too long and I might as well take the car. The bus serives is bad enough as it is for a city like Seattle!</p>
<p>I would have to go buy a car or move closer to work. When traveling 7-8 miles takes over 30-45 minutes it's just not worth it.</p>
<p>The extra time to walk to a farther away stop will not be worth it so I will drive.</p>
<p>I am at my limit now. We have had so many cutbacks of service on my 197 route from South County to the U District, we are packed in on every single time slot that is left, many people are standing every trip. Every other route from our bus stop in Kent into Seattle during commuter hours is also packed. Where we would move over to? The other buses are all already packed OR slated for termination. No one in the south end is going to be able to commute into Seattle except those who get on at the very first stops on each route. Look at your stats for how many people past sitting capacity are already taking the buses now!</p>
<p>The alternative route takes too long.</p>
<p>28X will go via Fremont, which will add considerable time to my commute (has anyone at Metro other than drivers tried going through Fremont during rush hour!?!?). I'd rather drive than deal with that.</p>
<p>Extremely long commute times and the need to make multiple transfer in cold weather makes this a bad commute choice.</p>
<p>Before the changes in 2012, my commute was about 60-75 minutes each way, and now it is 100-120 minutes each way because I have to transfer twice, with the proposed changes I will have an additional 10-block walk each way and will have to wait for the 40 which is usually too full to pick up passengers-- enough! I went from being a 5 days/week commuter, to now only 2 days, and won't use the bus anymore, because I don't want to walk a mile in the dark late at night.</p>
<p>It would take too long to get to work on time.</p>

The amount of time and the requirement of transfer
I use transit for the convenience of not having to drive myself even though it takes slightly longer. I'm not interested in significant increase in travel time that I would have to invest to take 2 buses. I'll drive myself to work.
I live on 15th and 135th, and the 73 will no longer come near my house.
I mainly used transit to go to/from work. Sometimes, I will use it to get downtown or to other areas, but not frequently. It would be too much of a hassle (too long of rides, too many transfers, overcrowded buses) to justify continued use of metro all together.
What is the point of having a bus pass if it is a giant pain in the ass to use the bus and it doesn't go where I need it to
my route 269 (4:10 PM) will be eliminated
No direct rout to downtown from Wedgwood and the remaining bus (65) doesn't join up with the revised route 73 at either end, so 2 transfers would be needed.
Mass transit will become inconvenient, so I will resort to driving.
Because you have eliminated the way in which I could get to work by bypassing the street that I now get off and on the bus. The busway!!
Metro would become unreliable and inefficient for me to use.
I will only use it when necessary. It would require both driving and walking farther, taking more time, and having to transfer.
My bus route won't exist.
It will take twice as long on two buses and I don't have time in my schedule to allow for that much extra bus time. My trip is already much longer than it used to be when there was a #17. After the #17 was cut and the #29 added, the trip time almost doubled on the #29. And now I will have to take 2 buses just to get to downtown which is ridiculous.
Too much hassle - can drive faster.
I will not be able to get to work. I will lose my job. I will not be able to live in my home. I will not be able to buy a bus pass or pay for tickets because I will have no income.
no convient
You are dropping all trips from my location to downtown
As said in the previous box, I will have to purchase a car to get to work, and that will mostly eliminate my public transit needs.
The only other alternatives to get to South Seattle mean I have to walk a long distance on roads that typically don't have sidewalks. The trip on the bus already takes me twice as long as driving, i'm not willing to increase that time on a longer bus route and walk through the mud for a mile.
There will be no way for me to get to City Hall from the park and ride other than to walk a lengthy distance sometimes in very inclimate weather and adding an additional 30 min minimum both ways.
Time
The time that it will take me to get from point A to point B will be unsustainable
It will no longer be convenient enough.
Too complicated for my work schedule.
Transit will take up to much of my time (from 20-30 minutes per ride to 90+ minutes per ride) and the busses I would have to ride are full of nuts, bums and crazy people.

Transit is supposed to make your life easier. Delays and crowded busses are not desirable.
it will not be cost effective with the new amount of time it will take to go anywhere from my home. by car or by foot will be faster and the same cost if not cheaper.
The proposed alternative will take an additional 30 minutes each way. It will also include a lot more time spent walking from/to destinations.
The only routes I used were the ones that could take me downtown to do shopping, out to eat, visit friends, and attend concerts and sporting events. I enjoyed the convenience of not having to think about parking or worry about traffic. Now the routes I use would be deleted. It makes no sense to drive out of my way to go find a different bus stop (since none of the alternatives are walkable distance). I will have to drive.
Just like the last time service changes modified my commute from 1 transfer and 45 minutes to 2 transfers and 90 minutes, I will just stop using Metro.
If the affected changes are made there will no longer be a route that runs on a schedule that is frequent enough to merit the effort of taking the bus.
You are eliminating my route and none of your alternatives come close so why spend money on a service I can't use.
You can only get so many people on any bus, if you try to get any more people on the bus someone is going to get hurt.
It would become a time waster and not convenient.
I suppose I would have to find another way to get to work, although I don't know what that would be.
Because it will be significantly less convenient. The alternate routes provided are already incredibly crowded at the time I ride the bus, often times people can't even board the bus because it's full.
i would have to drive to work because there would be no convenience factor for me to take public transit. In addition to that, given Metro's shortsightedness regarding the Broadview neighborhood, I would not ride metro transit ever again since you will be of a disservice to our neighborhood.
No other combinations of routes works for my commute to work in the am and from work to school in the pm in the short amount of time I need it to take in the pm
See answer to #27. I will use a car instead.
I can't use transit if it won't serve my neighborhood. I can't drive. I will be a shut-in. Really. No other options.
No options left
The 120 isn't safe and the other options will take too much time.
No options left
route 250 no longer exists and 249 would not run at convenient times.
Having to transfer from the 355 to the 48 will increase the overall trip time to make it no longer convenient to use the bus. A car trip will become the more convenient option. I also formerly rode the 48 when I lived elsewhere, and that bus is overcrowded and chronically late.
I bought my house because it was a 1 shot bus to work and now I'll have to add almost 30-60 minutes to go less than 5 miles to my office. I'll have to drive. Period.

<p>My somewhat convenient transit option (with a mile of walking at each end) will be replaced with a commute that is double my current one (this was already doubled 2 years ago when the route 79 was killed) and I expect the resulting cuts to the 7x buses will take them from already crushingly full to ridiculous making them impossible to use.</p>
<p>Basically, King County would be eliminating 2 of the 3 bus routes that serve my neighborhood Maple Leaf. Without them, I would have no practical choice other than to drive to work five days a week. This would mean I would need to buy a UW parking permit (hundreds of dollars more for me a year!) -- at which point, driving everywhere would pretty much be my go to transportation method. I am a daily bus user, and I must say that I'm devastated that both of my best bus routes are set to be eliminated in this plan. It's a huge blow.</p>
<p>Commuter time will increase too much</p>
<p>Because Metro will have eliminated the sole transit option available to me.</p>
<p>Too infrequent; poor connections; routing takes too long; service ends too early to use if going out in the evening.</p>
<p>I would have to stay more local.</p>

37. Answer: I don't know – Why?

<p>I have no other way of getting to work/school, and I have to pay \$75 per quarter to use the bus, which now won't even help me get to work/school in a timely manner. Who knows how I'll get transportation, but meanwhile, I'll be paying up the ass in order for all my bus routes to be cut. Such a waste of money. Thanks for screwing us over.</p>
<p>I am going to have to figure out what to do as I am unable to drive. I do not do well with making transfers and cannot walk for long distances. I need to be on a safe bus route that only travels on the east side (not to Seattle) in case I miss my stop and need to stay on the bus.</p>
<p>It would be easy to say "less than I do now" since I require a reliable mode of transit to get to work meetings, and if these transit changes overload the system and make it occasionally impossible for me to get where I need to be, that won't fly. However: We do not own a car. We may have to buy one. I just don't know. This is coming at a time when my funding is being cut and we cannot really afford another bill. But I cannot afford to lose what job I have due to appearing unreliable. We won't really know what our best course is until reality sets in and we have more personal experience with the changes.</p>
<p>Again, the changes are so broad, it's hard to tell the impact, but if bus waits become longer or more routes need to be taken, I may end up using the transit system less.</p>
<p>I may have to move.</p>
<p>If the buses become any more crowded, the stops are moved further apart again, or the trip takes a longer amount of time due to overcrowding - I will need to stop using the bus. I cannot afford to be late to work or not get home from my 5pm end time until after 6:30pm for a five mile trip - incredible!!</p>
<p>Again due to the concern with traffic and the reduction in number of afternoon routes.</p>
<p>Depends on the bus crowding situation.</p>
<p>I imagine I'd use the transit as much as I do now, but if the cuts are as draconian as anticipated/described, it may make use of transit all but infeasible.</p>

I can't afford not to use the bus, but these change will cut into my family time more
I may decide to bike the 6 miles to work, dependent on my family situation and childcare transportation option.
It is possible that I might be forced to carpool. Hope not.
I would try to use transit as much as I do now, as I can't afford to park at the parking garages, but if my route gets get or even reduced I don't know what I would do or how exactly it would effect my use of transit.
I will probably continue to take the bus no matter what, since my other option is biking and I don't feel safe enough on Seattle streets as a cyclist to do that. Delays or route cancelations will just result in me standing at bus stops in the rain more often, or taking fewer trips (ie only those absolutely necessary).
Because I don't know the proposed changes.
Bussing is my primary transportation. I don't have a car and walking or biking is impracticable for the distances I need to go. Altering the routes will lengthen my trip.
I need to use the bus. No two ways around it. But as far as convenience goes I will likely have to triple my travel time that I have budgeted into my schedule simply to attempt to catch a bus.
I assume I will have to keep using it to the same extent I do now, but if I can't get to classes or internships on time I'll have to start biking even in the rain or driving and paying all that extra money for gas.
If it makes getting to school and work take any longer than it already does I will stop using public transit all together. I currently leave Renton 2 hours before my class starts to ensure I get to school on time. It takes me 40 minutes to get from UW to the Seattle Center. If these trips start taking longer than they already do I will not be able to make it to class/ work on time and will be forced to buy a car and forego public transit altogether.
The changes will make it much harder and more uncomfortable to ride the bus. The buses I take are already so crowded that there aren't enough seats and even the drivers sometimes refuse people entry; it will take so long to get to the stop (EVERY bus that stops by my house has been rerouted further away) and wait for a bus with space that I will have to explore every alternative. I can't afford a car but I don't know what else to do.
If the convenience goes down, I will consider the alternatives, such as driving or carpooling.
I have a condition (heel spurs) that some days makes it hard to walk more than a couple of blocks without pain / limping. Cutting the 67 route would force me to walk farther than feasible. I'm not sure what I would do without bus service that comes relatively near my home. Most likely I would drive to work, though that would be expensive.
It might no longer be feasible for me to take transit. Re-routing the 106 will definitely lengthen my commute, which is already long. The previous cuts to the direct bus to the UW from Georgetown already hurt my commute, and this will make it much worse. Also, I will definitely need to rearrange my transit for nights when I expect to be at school late.
I don't know if I will be able to accommodate the extra walking and the time it will take to use the remaining route. If I cannot then I will drop Metro Transit use almost all together.
Traffic is severely congested at the present time. Reducing bus routes with limited runs BUT full ridership, such as the 205, would only increase that congestion.
I would become doubtful in metros sustainability.

If you scale route 372 back anymore, I will be forced to go back using my car all together and cancel my husky card bus pass.
If I'm not able to get on a bus reliably, I'll be late for work, and I can't be late for work. If that happens, I'll probably have to end up driving to work.
Might start using car sharing services more although this isn't a very affordable option.
I would use the S. 317th St Park and Ride more, but the Federal Way 320th Park and Ride less.
The longer trip time makes it entirely less convenient. I would probably consider moving to make better use of my daily time, and if so, would not use transit in the way I do now.
I cannot believe that Seattle would consider cutting Metro service. We need people out of their cars and provide an economical, environmentally safe way of commuting.
Too many variables to consider; it will probably take some time for me to figure out how best to use any new system. The changes are too many to keep track of all possible options, at the moment
I detest driving in rush hour. Rush hour will get worse. But I also would hate to have to add an hour or two a day to my commute. It's already too long.
I'll still have to use transit to get to school or work, but my ability to visit with my partner would be affected, so while one of us makes the trip every weekend now, that would probably decrease.
There will be no routes left from where I live to where I work in the UW. I will have to drive, walk or ride a bike and as I get older the latter two are not an option.
I would have to look into riding Sound Transit instead
It is very difficult to project how these significant changes will impact me because of the wide reaching impact they have on ALL routes.
Probably less to altogether, as all the routes in my neighborhood are getting cut or reduced AGAIN.
Routes should be modified to support increased service around Lake Union.
Depending on scheduling and ridership, I may choose another route or consider driving.
The 234 and 235 will stop running earlier so I will not be able to take the bus home anymore.
most probably i will be taking 2 bus going to a pick up point and take a shuttle. but if bus 554 is also cut, i will have to wait for almost an hour waiting for a bus going to the transit center, wait for the next bus which could be between 30 to 45 mins only to arrive at a shuttle pick up point to work. too much time wasted waiting for the bus
I may have to move to a city with better public transportation
I may or may not continue using the bus as often.
Walking Skill Deteriation
It depends on how often the alternative route will run.
It depends on the timing of the alternate routes. If have to spend more time commuting on the buses then I may take the bus less.
I will have to decide between using transit vs driving & parking at work (paid parking).
I couldnt walk that route after already having to walk almost a mile and 1/2 to catch a bus. I wouldnt be able to do my job.

I may have to drive to medical appointments if I am unable to walk from where the changed route drops me off.
I really like using the transit system, however, it will be more time efficient to drive to work instead.
I don't drive. I consider it a community service not to drive because I don't do it well. I don't own a car because I don't drive. I've looked at the cost of car ownership versus public transportation and the value proposition for car ownership is not there. I'm not sure what I'll do but these changes have the potential to upend my life.
I may still need to take the bus, but need to walk for a much longer distance. I may therefore not be able to connect to the next buses I need to take, so I CANNOT use the metro transit....
I have to get to work and I don't want to drive my car. But I may retire earlier than I had planned and just quit going downtown altogether.
If I can't reliably get bus service to and from work, I don't know how I will get back and forth from downtown. I can't afford to park and I can't add time for commuting at the beginning or end of my day because I have to get my daughter to and from school on both ends.
I can't get to work any other way.
I will probably have to deal because I have to go to school. Maybe instead I will coordinate with some friends for a carpool because it's easier than having to walk so far to work and school. It might also be safer to just drive because I tend to leave school late at night, the 67 was convenient because it was on campus and went through campus, while the 73 will go through the Ave, where most campus police reports unsafe activity from.
I don't want my safety put at risk, I may try to find someone to carpool.
As an unemployed full-time student, I have few affordable alternatives to public transit for transportation to-from my college on a timely schedule.
I don't know how it will work for me. I need the bus to take me on Roosevelt to the u district...I cant transfer at out of the way places or walk blocks to get to where I need. this is just unbelievable. I started riding the bus because it was "to get me where I need to go" and I cant drive or RIDE a stupid bike. (the bus system is hard to use now to get somewhere without it taking over a to an hour if you want to go from northgate to ballard for example.)
I might have to purchase a car again. I use Zip Car and Uber, but that will get too expensive if I have to move away from transit as my primary means of transportation.
I might have to drive as my available commute time is limited
It really depends on which of the PM trips of the 114 are affected.
I may decider to walk/bike rather than take the bus if the route is longer or if it's more crowded.
I have no other way to get to work but I will look into alternatives.
I do not if there will be any feasible transit alternative that I could use.
I will be able to use it less times, but I'd have to be longer on them to reach destinations.
If the crowded conditions force the riders to be left behind and takes longer to get home or to work, I might be forced to drive to work.
I will likely consider getting a car or moving.
We will probably be forced to purchase a car, somehow.

<p>The reduction of 232 gives me fewer good options to get home. I work irregular hours at work (like a lot of other people in Bellevue) so I don't always leave at the same time. Having to wait a long time to get a bus that doesn't come often will push me away from using the bus, as I already work long days and would just like to get home. Driving would take me 20 or so minutes and if I have to wait 30 minutes for a 30 minute bus ride, then I've just tripled the length of my trip home. I take the bus not because it's shorter but because it saves money and allows me to do some reading work instead of being behind the wheel. However, if it takes too much longer, then I'll no longer use it.</p>
<p>May quit going out at night.</p>
<p>I have No car. I must use Metro wherever I go.</p>
<p>I appreciate having a bus with a stop directly in front of my building of employment, and without that stop, I'm not yet sure what I will do.</p>
<p>Will look into the possibility of driving myself to work.</p>
<p>I'm not sure exactly how the route will be affected. My understanding that the route will not run the usual time i leave in the evenings especially, so I would most likely not use transit. Either see if I can get a ride or use Car2Go.</p>
<p>I don't want to stop using transit but I also don't want to stand in a full bus everyday.</p>
<p>See answers to No. 36 (No. 27 online survey)</p>
<p>I may not be able to use the bus. I may have to walk 6 miles to work and daycare. With an infant this will be very difficult as i can not afford a car.</p>
<p>Because I need to figure out other routes are a possibility...I mean I still have to commute to school...</p>
<p>I don't know the new schedule for the 907 Dart, if it remains the same early in the morning and late afternoon/evening, then no changes to my commute</p>
<p>I might stop riding the bus if it becomes an SRO situation. I don't believe having people standing in the isle is a safe condition.</p>
<p>It depends on how long the transfer takes. When I'm riding with my kids I really like to minimize wait time at bus stops.</p>
<p>I'm planning next year to use transit as my way of getting to and from work instead of driving. The loss of this express route would really make the time and walking more intense. Right now it is perfect, I'm just not able to use more because of needing to drop my son off and pick him up from daycare. Hope the 7x might be preserved!</p>
<p>I do not drive and I do not have any other means of transportation. It is entirely likely that I will need to quit my job because I won't be able to get to or from work.</p>
<p>I do not have access to a car so if you do this I will either lose my job and have to find something that I can use a bus to get to and from. I will lose pay since I will have to start at the bottom again.</p>
<p>It is my only way to commute in winter, but when summer comes, it will be easier to ride my motorcycle. I already have log wait times on the way from Downtown and the bus taking 60+ minutes. With the cuts proposed currently, my times will be increased from waiting and riding.</p>
<p>I might bike the four miles to the nearest stop with the proposed changes, but I honestly don't know if I want to bike (not experienced) on only a few hours of sleep (hurrah, engineering student).</p>

<p>I will have to take one more bus than I am right now and this increases my travel time by 100%.</p>
<p>It is becoming increasingly difficult for me to rely on metro to get me where I need to go. My bus is frequently late, arrives at its destination long after scheduled and at inconsistent times, and it seems to be taking me longer and longer to get to and from work. I'm beginning to seriously question the utility in relying on metro as my primary source of transportation and I fear these changes will make a subpar service even worse. Not if the 21X continues to be inconsistent with it's arrival/departure when compared to the schedule, not if the number of trips is reduced, and not if it continues to be completely cut off during any reduced routes. Especially with the proposed deletion of the regular 21, it will be even more crowded, arrive even later than schedule, and make it even harder for me to rely on metro to get me to and from work.</p>
<p>If there is no reliable transit option that takes a reasonable amount of time I will have to start renting parking in the city and driving to work.</p>
<p>If the trip took too long, I might as well drive instead of taking transit.</p>
<p>None of the options seems feasible--so I will have to try to find some other way to get to school, and I don't know what that will be, since both of my parents work.</p>
<p>i am getting tired of transfers, probably will drive instead if 106 is not direct between capitol hill and skyway. get rid of 107, make 106 do the loop instead, and then extend it north to capitol hill</p>
<p>It will be so inconvenient for many of us if the bus route 167 is eliminated. So, I am still thinking what to do if that happens. Also I feel it is not fair to eliminate Route 167 when there are so many commuters who use that bus.</p>
<p>The details on the changes for my route have not been made perfectly clear. It doesn't list where it starts and ends, so I don't know if I will be able to get on the bus at the same place or not.</p>
<p>The buses that can get me home are: 4, 8, 14. All of these are affected by the cuts, so I have no clue I'll get home consistently. The cuts make my commute very inconvenient. IN ADDITION, THE CUTS COMPLETELY STRAND MY WHOLE NEIGHBORHOOD DURING THE WEEKEND!!</p>
<p>I have a tight schedule. It's hard to tell if I'll be able to ride for my non-commute trips, or if I'll need to drive.</p>
<p>I will have a commute that takes longer. I don't know if I can work out a car pool. I would be tempted to drive but I already hate the traffic.</p>
<p>My routes are going away. So I will be FORCED TO USE transit less than now.</p>
<p>I expect more delays due to full buses and limited schedules.</p>
<p>As long as the employer pays the orca I'll use it, but not like the hassle of all the transfers because I do have to get to work. But I might be more inclined to drive in.</p>
<p>A longer and steeper walk to a bus stop is not as accessible for me, particularly in bad weather. Living somewhere that does not require making a transfer to get to downtown is part of the reason we selected West Seattle. If the resulting commute takes significantly longer, I may consider opting to pay for parking downtown.</p>
<p>These changes to the 4, 8, and 27 are devastating. I don't know what my family will do. We need to be able to get from the central district to the seattle center area in one bus ride.</p>

<p>It depends on how crowded my bus will get. I generally stop at the gym before/after work and I often have to carry a lot of things on the bus.</p>
<p>If I cant get to/from work within a reasonable time, I might have to start driving which is much more expensive and not really something I can afford.</p>
<p>Commuting by bus may become so inconvenient, I may have to drive in order to be on time for meetings and also avoid long waits for buses I may or may not be able to board based on overcrowding.</p>
<p>I have no idea what I would do because the option I am given seems unreasonable but I am not sure of other options.</p>
<p>I haven't heard if my route is affected. I've made some suggestions on making it more useful.</p>
<p>I would have to wait longer, perhaps be late to work, or have to use gas funds additionally to be able to drive to another bus stop and leave my car. There is no park and ride in my area.</p>
<p>A lot of this would depend on the general topography of the area(s) I travel to and from on a regular basis, especially if I have to use my manual chair (I normally use a power chair for all travel outside my home).</p>
<p>Because you haven't sent me any "options"</p>
<p>I don't know. If the bus route goes away I do not know how I will get to work. To drive, it costs \$15 per day in South Lake Union to park. I can't do that each month.</p>
<p>Service to Fremont would be deleted, so it might be less.</p>
<p>It would depend on how bad it is when funding is cut and service is reduced. If there is overcrowding, I will likely stop riding the bus and start looking at alternatives: work remotely, bike</p>
<p>I think I would probably start riding my bike everyday and cancel my Orca pass.</p>
<p>Dependent on parking I'm not sure how my options will work out</p>
<p>If I can't make the bus at the time I take it now, I will end up driving, but it isn't clear whether my bus time will be eliminated.</p>
<p>I just don't want to STAND every night on the only bus option I currently have. I wait 10 minutes for the bus and then stand for another 40 minutes.</p>
<p>I feel that route #43 will cause me to be in more an unsafe part of Capital Hill & down in Seattle. I am very worried about walking further in Capital Hill & I will have to walk further in Seattle to get 554</p>
<p>there is no way that I can afford to buy a car. I am just a student.</p>
<p>I may have to buy a car and drive. I don't want to but, I also don't want to spend 3 hours per day on/waiting for the bus.</p>
<p>Note - I cannot afford to drive to work and pay for parking which would be several thousands of dollars per year.</p>
<p>With no express buses from 145th and 1st NE or the 145th Freeway stop that will get me to work on time, I'll either have to walk 20 minutes in all weather to Aurora, or take 2 or 3 busses with waits in-between and it will more than double my commute time which is the equivalent of working more than 1 more day a week. I wish I could simply retire. Driving and paying for parking is too expensive.</p>

<p>I'll probably use it about the same during the week but less on the weekends. I'm disappointed as I've been riding Metro for about 40 years, which is almost embarrassing to say considering most Americans think riding the bus is a lower class marker. I'm afraid Metro may be going the way of the MUNI in San Francisco. I hope not.</p>
<p>I might continue to use transit, it will be a lot less convenient for me, with longer wait times or certain trips I can't make. Otherwise I will be forced to purchase a car, which I do not want to do, and may be a financial strain on me.</p>
<p>I don't have many other options.</p>
<p>I don't know what I would do. I would not ride a bus that gets me to school late and so I may have to find alternatives like driving to school, which unfortunately cost \$22 a day to drive a car on the ferry or taking a taxi, but these options would get me to school on time.</p>
<p>Further cuts would make it impossible to get from the U district to Auburn late at night.</p>
<p>If route 9 express could make a loop on First Hill/Capitol Hill/Central Area and is extended south to Renton, then yes most definitely I will use it every day. As of right now, with transfers so off-course in Downtown Seattle and slow option on 106 through RB and Skyway, then no!</p>
<p>I expect it will take even longer to get to work and back due to over-full buses. It already take as much as 90 minutes to travel 5 miles in the evening, if it becomes worse I will seek alternatives, such as car pooling with the spouse or bicycle.</p>
<p>Explained above.</p>
<p>We have been planning to commute by bicycle and may use that as our alternative.</p>
<p>If the service is reliable on Lake City Way to get me to work on time, I will continue to use it. But that means there has to be room on the bus by the time it gets to my stop.....which is the last stop before downtown. Once a week I take the 72 or 73 from 80th Street at approximately 10:00 am. It looks like my walk to a stop will increase in length which is acceptable, However, I work until 8:00 p.m that evening and the 71, 72 or 73 that I usually take home may not be acceptable as the 71 will no longer be an option, the 73 increases the distance to the stop and the terrain is steep and I must cross a very busy Lake City Way. I'm not sure it will be wise to do this in the dark in the winter months.</p>
<p>The Metro 205 route is already very full, standing room only most days (especially in the mornings). Cutting this route would cause huge issues for a lot of people.</p>
<p>If my late evening transit options are removed I may consider buying a car and parking near the Rapid Ride line. However, there are no park and ride options in northern West Seattle (I'm in the Admiral/Alki area) and the C line is always crammed.</p>
<p>I do not have enough information to know if this affects most of my routes. If most of the routes are taken away, it may be harder for me to get to school.</p>
<p>Not sure how to deal with travelling at night. Also, for others I know that have disabilities, but may not qualify for "ACCESS" services, I'm not sure what they'll do either as the pathways are rough and difficult to walk and distance is too far to get onto the main Bellevue College campus.</p>

<p>I already leave home at 6am and return home at 7:45pm and the buses are full (most of the am buses are standing room only. If I take the same bus, I will need to leave home at 5:20 in order to get the 1st bus. I usually park on level 4 of the garage and if the 197 route is shortened to start at the Federal Way Transit Center, the garage will fill by 6:30. I take the last bus home because the buses from 4:30 on are standing room only and I have no desire to stand for an hour on the bus after a long work day. Your suggested alternative is to take the 577 Sound Transit bus to downtown and then transfer to the UW. The lines for the 577 bus extend beyond bus bays and they have standing room only on those runs. I can drive to the UW in 30 or 45 mins, but I think public transportation is the right choice, but it can't be a miserable trip twice a day.</p>
<p>I currently use transit for all my transportation. I do not own a car.</p>
<p>Since I already have to drive or be driven / picked up during hours when 68 doesn't run, I have not figure it out.</p>
<p>I will probably drive more</p>
<p>I am hoping the frequency of times the 15Express stays as is as well as the times as the community has worked with Metro Scheduling to fine tune it to make it work over the last 1-2 years. I am very concerned that the D line reduction will cause overflow issues.</p>
<p>It's hard to say how great the impact will be on my current habits. Overall, I feel that I will be more inconvenienced by using Metro if the proposed changes occur. This inconvenience may force me to eventually stop using transit due to limited ease of access.</p>
<p>The 143 is the ONLY option for commuter transit from Maple Valley. If the number of runs is decreased, the bus will become unacceptably crowded and wait times for the bus will increase.</p>
<p>I will be faced with decisions to stop using transit, biking full time with my kindergartner in tow (even in the rain), paying \$200/mo for parking at Harborview - money I don't have. But that is the only option that does not decrease the 1.5-2 hours per day that I spend with my daughter on weekdays.</p>
<p>It depends on how the changes work, but my use of transit could be reduced greatly.</p>
<p>I only need to take one bus to school, the 193, I don't know how I am going to get up to First Hill from Tukwila/Normandy Park if this change goes through.</p>
<p>I am trying very hard to limit my dependence in cars</p>
<p>I cannot walk to the 21</p>
<p>My neighborhood currently is not served well at all by Metro, particularly after 8pm. Now, you want to cut that time down by another hour which means I will not be able to take the bus home a majority of the time. Metro consistently has not served the east side of King County well and this is just another instance of how they chose to primarily focus on routes serving the down town Seattle core and for that very reason, I'd be hard pressed to support any additional taxpayer funds for Metro.</p>
<p>It is still possible for me to get to work, but with less frequent service, the consequences will be higher if I miss a bus. Driving would be much for convenient and lower-risk, plus would take less time door to door than bike + bus.</p>
<p>I honestly have no idea how I will get to work.</p>
<p>if the new trip takes too long I will have to find other ways to travel or travel less often.</p>
<p>It will affect my time to get to and from work. Way longer bus ride to and from work and VERY crowded buses. They are already over crowded!</p>

<p>I don't currently have any option besides transit, but if my wait time/ride time increases significantly or if busses get even more crowded I will likely seek an alternative.</p>
<p>I would either keep using transit and it would just take much longer, or I would seriously consider whether I could buy a car and drive to work.</p>
<p>This may force me to buy a car and drive to work. Total travel time when I drive is less than 1 hour/day.</p>
<p>I don't own a car and do not feel comfortable biking in some of the conditions here, so if these changes are very adverse then I may have to move closer to where I work and closer to a more frequent and direct bus line. I believe any move would cause a significant strain on my budget.</p>
<p>These cuts would be a tremendous blow to use of the 33 route; I would have to seriously consider other potential modes of transit to ensure safe and timely travel to work.</p>
<p>It will be a lot more inconvenient to use transit; I may have to look more seriously into other options.</p>
<p>If you cut the 37, this will add about 3 or 4 hours to my commute weekly. I assume I will walk to catch the 56 instead, but the 56 won't run as much. So, in short, I will have to wake up two hours earlier every morning and spend almost an hour longer on my commute. I'm not sure I can do this. I may be forced to drive in and trade in my orca card for parking credit from my employer. I don't want to do this. I would rather catch the bus and be one less car on the road and one less car parked downtown.</p>
<p>I'm not sure how I would be affected but I'm not happy about having to walk up hills from the waterfront to the bus. Asthma/bad knees it will be a challenge.</p>
<p>I use public transit to get to work and to pick up my children from school. I cannot afford a car/parking/gas working downtown. I cannot afford to stop using public transportation and cannot afford another option.</p>
<p>I honestly don't know. I can't afford to drive and park but will probably need to consider doing so. As a working mom my time is so constrained and not at all flexible. How can a thriving city cut its transit?? This is absolutely insane.</p>
<p>I will never be able to get on a bus to get in and out of the City. All other bus routes such as 545 and 252/257 are currently over occupied dangerous, as many people have to stand on a bus traveling across a freeway. To try and make more people use these routes will increase the risk of injuries and fatalities, due to the overcrowding of people on a bus. Reducing the amount of bus routes is extremely dangerous, especially for a city that is increasing in population, due to big companies like Amazon moving in bringing additional workers to the city. Moreover, it will cause additional congestion on the highways, as if it is not already enough, as more people will be forced to drive. Decreasing work routes is dangerous and will cause many more issues for the city. The City of Seattle should be pushing for more public transportation, not decreasing, as it would reduce traffic and keep the city more environmentally friendly. Budget cuts should be made to other programs, not public transportation, as this budget should be increased, due to the large population, lack of transportation, and danger involved with reducing it.</p>
<p>I may need to dramatically change my bus routes to accomodate child care. The wait time for the bus will drastically rise, and if it takes too long I may need to look for jobs in a different area because I cannot accomodate taking 2 hours ONE WAY to travel to work each day.</p>
<p>I might have to go to a Share Ride program to keep the commute time down.</p>

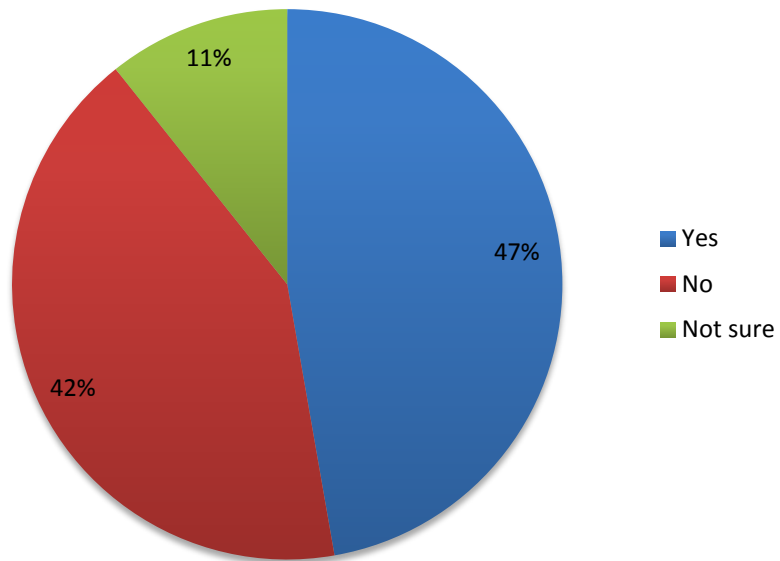
Will have no way to get home from work. Not sure what to do for transit.
I will be forced to buy a car and I assume traffic will get far worse along my route, so I will use a park and ride if it is faster cheaper than driving the whole way, but given my added cost of car payment, insurance and fuel, why would I want to pay full fare as we'll?
Either the same or less.
I think that if there are cuts I will have trouble making bus connections home from work. Without Bus 167 I will need 3 buses to get home and I expect that the commute will take 30 to 50 minutes longer. I don't know what choice I will make. I don't like to drive but I could see how I might try driving instead of taking the bus like I do now.
I may just look for work away from Seattle. right now I have a 12 hour day and with a longer bus commute pending, it's just not worth it anymore to work in Seattle.
As a Multiple Sclerosis patient living about 3 miles from UW campus, I can't always ride a bike, and parking at UW is out of the question. But the public transit changes would make it very difficult for me to get to campus by bus, effectively leaving me without options.
with the 72 being deleted, and the 73 being combined with 4 other routes, I can only imagine how crowded the bus will become. As it is now, I usually have to wait at my stop for two buses to pass before there's one I can actually get on. Then I end up missing the transfer downtown, getting home late. It's a waste of my time. If my bus commute gets any longer, I will just take my car to work - I can usually make it to work faster anyways if I drive
Route 41 is already extremely crowded and I frequently see several buses to go by before there's enough room where I can actually get on one. If my wait time increases significantly due to crowding, I would stop using this route.
With how overcrowded the busses have been already, I will start considering other means of transportation (most likely driving) if this worsens.
It depends on if the wait times for the bus and the level of crowding.
These changes would add at least an extra hour to my commute which as a a full-time student and works two jobs would cut into my day too much. I don't have a car so I wouldn't even be able to drive.
Nobody knows how bad the commute from Federal Way to downtown is going to be.
I don't have a car because I can't afford a car but if my bus is reduced and I can't get to work, I don't know what I will do. I still have to get to work and still can't afford a car. I am afraid.
Overcrowding of 120 and drivers passing my bus stop will impact how much more I have to drive to work (I will not get up earlier to stand for ridiculous amounts of time at a bus stop waiting for a driver to eventually stop)
If it becomes prohibitively inconvenient, e.g. two-hour commutes on crowded buses for a 10-12 mile trip, I may need to find another mode of transportation, which would be very sad.
If there are changes to the 28 Express or weekend service for the 5, I will have to park and ride. There are only two bus options to the my part of the Broadview neighborhood.
We are a one car family so these changes would be very challenging on us. I think I would use transit but only because I have no other option
I will either stop using transit altogether, or have to use a slower route (the 40) OR have to make a transfer (D Line to 31) which is inconvenient and difficult to time.

I will have to see if the inconvenience of a 90 minute trip still outweighs driving and parking to get to work.
If the changes lead to worsening of the overcrowded buses, I may need to look into other options, as it is not acceptable for me to routinely have a 90 minute commute home because I am being passed by full buses.
The proposed changes do not show how current riders would get to the Lake Washington Technical College
I'm do not have an alternative method of transportation. I rely on solely on buses so clearly my use of transit would be affected
If I drive, I will drop using it altogether. I may be forced to use it until I can drive.
I will have to evaluate whether the longer time to wait is worth it, and I may eventually explore the idea of getting a different job.
I came from a city that had very poor transit options. The normal wait time was 45 minutes for a bus and I also worked nights in a bad part of town. I couldn't walk home as my work was over 5 miles away. I'm fortunate enough to live about a mile from my work but I live in the middle of downtown. I do not feel safe walking home. This is horrible idea.
I already drive and-or hitchhike more often than I would like because of poor connections and limited options, particularly for getting home in the evening if my work hours or other plans result in an off-peak commute.
I may be forced to drive as it may end up being faster/more convenient, but our family would have to purchase a second car to make that happen.
the answer should say I will HAVE to stop using transit altogether
Because of the increased commute time and the potential of super crowded replacement buses, it may be more efficient to just drive.
I have no idea if I will even be able to. Metro increased 120 service and the bus is STILL standing room only. By changing wait time, I might not be able to get a bus. Before I could try the 125 but even that is suspect.
I'm not positive how I can make it all the way home
I don't have a choice. Parking is too expensive to consider. Besides my family only has one car. Bicycling on West Marginal Way is too dangerous for me to consider.
When the time comes, how it affects the public may differ substantially from what is being predicted at the present time.
See answer to previous question.
ITs totally unclear to me if my route will be cut or just be less frequent. Where do I find out that information? If my route is eliminated I really dont know what I will do because I cant afford to park downtown or drive my car that often. THIS IS A CITY in the PNW. This is not a car town. Nor is it a small town. Surely Metro has some connections to someone like Bill and Melinda Gates. Metro needs to network more. It is so outrageous to me what people are willing to pay for a sports arena but are not willing to pay for basic decent infrastructure.
Depends on which route times are cancelled.
It is not clear whether there will a viable transit option on Vashon, nor whether the connections currently available in West Seattle will be timed in a manner that makes transit on the city portion viable, so I may need to drive.

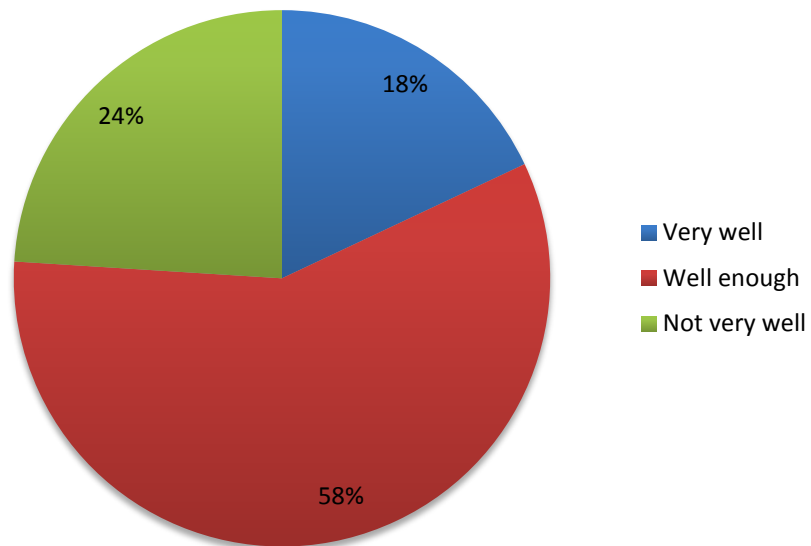
<p>I really would prefer not to drive downtown, but I am finding it difficult to come up with viable alternatives. Every time I think I have an alternative, service is cut. First cutbacks on bus 37. Next cutbacks on bus 56. In winter no Water Taxi or shuttle service outside of commute hours.</p>
<p>I live north of 50th St NE on Latona NE. Because of good metro access i was able to give up owning a car. This is only one of my necessary bus trips/destinations on #26. 1) At this time the #26X only runs during peak hours. How will it be useful north of Fremont at other times? 2) It is not clear where the #26X will travel. i am not sure where I will get on or to where i can transfer to a bus going through Fremont at the Fremont bridge. 3) the #16 is not useful to #26 riders. It is a 1/2 mile uphill downhill slog from the #26 route to #16. 4) I use metro for all my transit. I use it to shop and for other errands using a cart or carrying packages with me. I use it to get to downtown and to doctor appointments, restaurants and arts venues. I need more information about how i will get from home to the bus and back. TAXIS DO NOT PICK UP ON STREETS; ONLY AT ADDRESSES. 5) By the way, by cutting back bus service will you be cutting back on access to businesses. this will result in cuts to tax revenues</p>
<p>It takes much longer to ride metro than driving. If I have to wait longer at the bus stop to catch a bus after working a 10 hour I might choose to drive in to work instead.</p>
<p>I wouldn't be able to take the bus anymore, and I don't know how crowded the train would get as a result.</p>
<p>The bus I take to and from my transfer point in Renton is already packed full on some days. Adding additional riders if the 161 is cancelled will push this bus over the tipping point, and I may consider driving to work instead.</p>
<p>It already takes me close to 50 minutes in the morning on the 26-131 and an hour or more in the evening to return home. It is absolutely unacceptable to ask that the the duration of that trip be extended by these changes for a commute that takes place entirely within a central, North/South corridor.</p>
<p>Again- without knowing the times that are being proposed, I can't fully determine how to plan and adjust.</p>
<p>I don't know. Right now, service has worsened (overfull buses) to the point where it is taking a physical toll. I have to carry stuff to work, and when I have to stand and hang from a bar during a jerky ride home, it makes my shoulders ache, gives me headaches. Door to door, if there are no special traffic issues, it's taking me 2 hours a day for commuting. That is a large chunk of my time. When I can't even sit, then I can't even read or do something and the time is that much more wasted. I don't want to subject my older car to the commute to downtown and parking is very expensive. So I'm in a difficult spot. Bus is more affordable/easier on my car, but it's becoming a real time suck and creating physical effects that are pretty unpleasant.</p>
<p>See my earlier response to question 27. Due to the significant cuts affecting the majority of my neighborhood and the neighborhoods around me I expect my use of transit to be significantly decreased or eliminated altogether. I'd rather not begin and end my day in frustration, which it seems that Metro is insisting that riders feel with each packed trip.</p>

38. Before starting this questionnaire, had you heard about Metro's service guidelines?

Total Respondents: 2,264



39. Regardless of how you feel about the proposed changes, do you understand how these priorities shaped the proposed changes to your route(s)? I understand:
Total Respondents: 2,249



39. Answer: Very Well – Why?

parts of the 72 and 372 routes are redundant
Makes logical sense
The idea is that there are alternate routes to multiple places. I would be forced to take a less efficient, more crowded, and slower route to get to my destination.
Me smart.
I think you are under estimating the number of student that don't have the areas surrounding the U-district as their primary address.
It had too few people riding it.
The rationale for each cut route makes sense, but it will still be difficult.
The tax base in the State of Washington is inadequate. People these days, particularly east of the Cascades, do not want to pay for any public service and want to slash the size of government. They want public services, but aren't willing to decrease money for personal luxuries, like cars, boats, big houses, travel. The right wing wants good roads and schools, but is not willing to fund them. I work at UW. I know how little the state cares about paying for higher education.
I understand that only a few people board the 372 at the Woodinville P&R. However, there are people who get on between the P&R and UW Bothell who would be not be served by any other bus.
very clear and agreeable
The proposed changes to this route will eliminate a heavily utilized portion of the route that especially impacts daily commuters as well as a high percentage of minority and low-income residents commuting between Capitol Hill and the medical services located in First Hill. This section of the route is not duplicated by alternative routes, especially for those of limited mobility that need easy access to Harborview Medical Center. Such changes clearly run contrary to the service guidelines listed above.

<p>I understand these cuts aren't easy to decide, and that a lot of thought went into the proposals. I simply disagree with the notion that we should be cutting transit at all. Cutting transit is the last thing we should be doing if we, as a region, are concerned with making Seattle livable, sustainable, and equitable. It is extremely shortsighted.</p>
<p>You selected a method that would unfairly affect outlying commuters more than those closer to their destinations.</p>
<p>I understand, but doesn't seem like these guidelines are being followed by Metro. For example reducing efficient service e.g. 197 and 179 while adding inefficient service e.g. Rapid Ride A</p>
<p>Generally lower ridership in my area probably led to this, as "performance" is probably low compared to other routes.</p>
<p>I've talked to transportation officials before</p>
<p>It will be cut.</p>
<p>I understand the need to balance service use and equity.</p>
<p>These all make sense to me</p>
<p>I live in the rural part of King County, where lower income people live.</p>
<p>It still does not matter to me. All neighborhoods need service. I take the bus to keep my car off the road so others may drive. You are welcome.</p>
<p>Its not that hard to figure out.</p>
<p>Why do I understand? Because I read and understand English because I was born in this country and I am well educated. Obviously you are more concerned with those who are not.</p>
<p>The priorities make sense.</p>
<p>I feel like metro is falling short of their proposed guidelines when considering cutting bus routes, as these criteria are obviously not being taken into account if they're cutting a bus trip (the 238) that runs DIRECTLY by a college and is the ONLY one that runs by it.</p>
<p>Looks like you are not folling them. why did you extend 140 in renton?! that bus is always empty and comes every 10 minutes or so. at least extend it to the Renton technical college, not to another ROSS or Target.</p>
<p>It's understandable certain routes have less riders, however the rerouting that has already occurred in the past aided in lowering ridership.</p>
<p>I understand why these priorities should be incorporated; however, I do not understand how this is possible for Route 250, which is regularly full and has standing passengers and does not have an equivalent route.</p>
<p>I still think it's rude that BOTH of the buses I take to work may be canceled and I am quite angry with the decision makers at Metro for this reason.</p>
<p>I understand, but think that the conclusions drawn about my route were incorrect.</p>
<p>I just hate the fact that buses being cancelled will put more cars on the road and hurt the people that rely on the bus - thus leaving them without transportation</p>
<p>they contradict your decision to delete 167. instead you need to delete other duplicate buses in renton like 140 and 560, or 107 and 106. 106 is also duplicates 101, 102, and 143. you even expanded 140 to landing which now runs empty back and force. makes no sense because there is nothing low income or for low income there. let alone it totally duplicates route 560 and 566</p>

<p>keeping 167 is within those guidelines. it doesnt duplicate anything. you cant take any other bus anywhere on i-405 between renton and bellevue to UW Medical. nothing! Plus Renton has more minority populations than bellevue and issaquah, yet you are keeping service from/to those places yet deleting 167?!</p>
<p>I understand, but I don't agree with cuts in any way, shape, or form in this day and age in an urban area such as Seattle.</p>
<p>There's no reason for the cuts. The bus services in Seattle are imperative to the success of the city. Taxes could be used to fund the Metro if necessary -- fueled either by marijuana sales next year, or by instituting a millionaire's tax.</p>
<p>167 should not be deleted according to these guidelines</p>
<p>167 doesn't duplicate, it has 3 times faster times than alternative routes between Renton and UW Medical Center, riders rely on route 167 because they can not afford to live closer to UW medical and cant afford to pay for parking but they get a bus pass. so it fits the guidelines, I do not know why you selected this route, it's always full between Renton and UW medical. most people get off at UW Medical hospital. Can you terminate it at UW hospital to save money instead of deleting the whole route?</p>
<p>Thats why it confuses me when you want to delete a route that has no alternative . Not even close. And serves people who can not afford cars and parking at UW hospital.</p>
<p>Because I took the time to educate myself.</p>
<p>But - these guidelines do not take into account the needs of people like me with significant disabilities, but not almost totally incapacitating ones, i.e., the disabilities that qualify for Access. Also your criteria seem not to consider carbon emissions reduction as a performance or productivity measure.</p>
<p>Easy to find detailed information on individual routes.</p>
<p>I understand that the priorities but I do not think that everyone who used to ride the metro system can still fit on the buses. The buses will be crowded and people won't make it to their jobs on time. I picked my current home based on how close it is to the bus stop and now I will have to walk a mile to get there. I have bags to carry to work and it is dark. For a young woman, this is not safe. I am outraged at this change and I will try to find a way to change the way I transport to my work and stop paying for the metro all together.</p>
<p>It's going to screw up my life. Thanks a lot. I'll be the person driving slowly in front of all the bus lines that Weren't cut.</p>
<p>Your service only has so much money. Your service wants to keep the routes that are most travelled.</p>
<p>These are difficult decsions and the guidelines try to be sensible; but my street would be without any bus service for the first time in 30 years being entirely canceled</p>
<p>I understand that by living in Crossroads, and working in Sammamish, I have a "reverse commute" compared to most people. You are much more interested in getting Sammamish residents to work at Microsoft, than you are getting me to my job.</p>
<p>Yes, but to encourage more people to take transit there have to be more options.</p>
<p>I follow transit policy and news on a regular basis.</p>
<p>and I do not like it one bit. It will cost me my job.</p>
<p>I work for Metro Transit Department</p>

<p>Willows Road is a long stretch of commercial/industrial parks serviced by peak-only routes 930 and 244 (and the 244 is one-way in the wrong directions for my concern.) Deleting both means abandoning the entire Willows corridor. The closest alternative (Route 931) is over 1.2 miles from Willows Road by foot at their closest points and any travel distance is only exacerbated by the massive and legally impassible Willows Run Golf Course. It might look close on a map, but Route 931 is simply not a viable alternative to service on Willows Road itself.</p>
<p>I understand but I do not agree with them.</p>
<p>the taxpayers want everything for nothing</p>
<p>I don't agree, but I do understand your reasoning. I just think you are not thinking like potential bus riders. No one who has another choice is going to take 3 buses and quadruple the amount of time to commute to work compared to driving. No matter how much we might want to support bus ridership. Buses are already crowded, smelly, slow, and don't go where you want them to go. Further cuts will cripple your system, probably irretrievably for those of us who can afford another option for commuting.</p>
<p>South End cannot compete with Seattle and Bellevue in terms of political clout. We see Eastside buses going by mostly empty every 15 minutes, while we cram into buses every half hour. Pretty clear, and everyone comments on it.</p>
<p>You are trying to run a company that can pay for it self. If my route only gets two riders a day, it is probably best to trim it. It just sucks for those riders that do need it.</p>
<p>I Have been riding metro service since I have moved here, and previously worked for a paratransit agency for pierce and other neighboring counties. Pierce Transit saw the same shortfall issues and had to take action.</p>
<p>My buses are always anywhere from half or 2/3 full to completely packed already, and has way too many stops. I'll have to either go back to the 577 and deal with the crowds, or start driving to the train instead.</p>
<p>It's well explained, and I'm a reasonably intelligent individual.</p>
<p>I understand that there is overlap between the 106 and 124 route. I am just frustrated that my commute time will double no longer making this an attractive offer over driving my car into the city.</p>
<p>I understand the logic here - but the results are just going to be a lot worse. When the buses don't run at convenient times, people get to thinking of buses are entirely inconvenient.</p>
<p>Limited resources...</p>
<p>but I don't like it</p>
<p>You want to give service to people who have no valid reason to ride the bus other than they have free passes provided by the state and want to get warm. I know this from riding the busses for over 7 years and experiancing it.</p>
<p>Despite the fact that more routes need to service the same areas, the 271 route itself runs frequently and through vital areas. The proposed changes do not affect the frequency, and only involve streamlining the route near Bellevue College, and stopping service past Eastgate Park-and-Ride (I have seen very few people on the bus whenever I stay on the 271 towards Issaquah Transit Center).</p>

I understand them fine, but what I don't understand is the reasoning behind cutting the route through Bellevue College when so many people do ride when the college is in session. Did you look at numbers when the Bellevue College and UW were out of session? That would not surprise me at all.
because it takes I hope the needs of the poor and those that dont have other options
I deeply appreciate your efforts, you have my gratitude and my taxes to show for it.
You are using a bottom line for the funding you have, I disagree with your assessment for my route.
I've read the guidelines
Yes, I knew my bus wouldn't be cut as it is one of the few that was earlier up for additional trips to the route. It is ALWAYS packed.
I am a civil engineer and am familiar with these criteria.
The 5 isn't changing much, except for losing some frequency. Given that the 5 is a relatively productive and efficient route (though not a star performer), this seems reasonable.
I am familiar with the guidelines and they are simple to understand.

39. Answer: Well enough – Why?

I understand how these proposed changes are used, but I don't think they have been applied appropriately in the case of the 205. This bus is constantly full, usually with standing room only, especially in the morning, with students going to O'Dea High School, University of Washington, and the hospitals on First Hill. There are no other options for these people, and would force a lot of people to start driving, crowding up the freeways even more than they are and making parking worse.
I understand, but it's bullshit.
cuts are cuts, I understand that... I live where I do specifically because there is a bus stop with a direct connection to downtown for easy transfers. I might be forced to move if it becomes any more difficult as I'd like to remain independant living
I understand that it is tough to make cuts, but this is the first time I had seen the process outlined above. I think seeing that on flyers might be helpful...?
I can understand looking at how many people rely on transit, but even if there are only a few of us with disabilities, we still need to be able to navigate in our community.
Ummm... your last two bullet points in the service guidelines summary appear to be identical. I don't fully understand how the scoring for routes works based on these guidelines, but I understand well enough that these are the standards Metro is trying to implement (via some algorithm or heuristic method, not sure which).
I work using priorities in making business model decisions.
A route performing well could be reduced (depending); a route 'not performing well' (by what criteria?) might very well be of use or irreplaceable. Your notion of the 10 and 43 routes "duplicating service" are wrong, and f the 11, completely misguided.
The process is clear, but perhaps I do not agree with the end result for this bus.

<p>I understand that it is not jam packed with people, however the other option IS already packed, much slower, and more dangerous and it seems like THOSE items ought to be taken into account as well. No route exists in a bubble and if you only look at those criteria and don't compare it with the alternative you're missing a substantial portion of the info needed to make an informed decision.</p>
<p>Yes, except that it appears there are routes that are not impacted that run every 10 minutes and aren't full.</p>
<p>the route I would go to is closer, so I understand the supposed duplication.</p>
<p>While I understand the difficult decisions Metro transit has had to make, the consequences for some communities are unacceptable.</p>
<p>I understand although I'm not sure if there will be an alternate bus route that will adequately serve my needs. For example, the 26 is being eliminated, probably in favor of the 26X but the route is different. So that is not equivalent. Also, when I ride my bus, it is quite full at the times I am on it. There may be an alternate route which I am not yet aware of.</p>
<p>I understand the guidelines well enough; however, the reasoning "one of the lowest performing peak-period-only routes in Metro's system" for the 250 route cut is preposterous when it is full with commuters standing every day on at least two times periods BOTH directions. These guidelines do NOT seem to be followed!</p>
<p>The 73 seems to be mostly empty midday, so I'm not sure why the route is increasing, when there is already the 40, 41, and 66 running from Northgate to downtown. I do not understand why there are no changes to making the 373X more efficient, considering its very specific route and clientelle.</p>
<p>It's a combination of what the people need and what's economically feasible. :/</p>
<p>I don't think you actually consider service runtimes because I live in an area that isn't heavily trafficked, not far from UW, but still too far to walk especially at night, and service changes will affect my ability to get home safely via the bus, and I would have to resort to other, more expensive means of transportation, which defeats the purpose of having this system.</p>
<p>REading the above description, it makes sense to me. I would understand better if I had an example.</p>
<p>I think the 32 route should be reconsidered back to Stone Way.</p>
<p>While it's true the 71-73 routes are mostly comprised of the same trip, these buses are always so full that often students who need them to commute are forced to wait for another bus or two to go by before they can even get a chance to board.</p>
<p>you want to cut services to people trying to ride the bus instead of driving.</p>
<p>Yes, however I feel that the 66 and 67 routes are heavily utilized during peak hours and that many of us rely on these routes and do not have acceptable alternatives.</p>
<p>All I see are notifications that service will be cut. Nobody says how things will change exactly.</p>
<p>I'm not sure the reason for the specifics, but can guess there were some duplications in lines that ran parallel to each other. Might be helpful if there was info with the deleted or revised lines with a quick blurb about why it was changed like "runs close to the 68 for this portion of service".</p>

<p>There are other routes that hit the same areas, and even though it would be a pretty significantly longer trip, it wouldn't be an impossible commute. Just one that I would no longer use.</p>
<p>Yes i understand but it still going to disadvantage many people.</p>
<p>We still need buses during off-peak times, especially on the weekends and at night. Recreation is just as important as work, and it is vital to be able to move around on weekends.</p>
<p>Route 30 is not intensively used during off-peak hours. Though I would say that this is not only because it crossed medium-high residential neighborhoods, but because it only goes by every 30 minutes and it is too long a wait when you can get from most these neighborhoods to pretty much anywhere within 30 minutes by car.</p>
<p>I went to a meeting at the beginning to understand, but I haven't looked at the details in a while.</p>
<p>Cuts had to be made but I think they are not optimal.</p>
<p>Metro considers Bus 167 an underperforming route. It is full and consistently used.</p>
<p>I have read about these changes on the Metro web site. I know how budgets work and I know sometimes this means cutbacks. What I don't understand is why State legislatures are not fully supporting Transit. You can bet this will sway my vote in future elections</p>
<p>I do not see how a cut to the 113 is equitable when you already make a cut to the 133, which many of my colleagues relied on. Now that they've switched to the 113 to transfer through downtown, Metro will take this alternative option out from under their feet again. I stopped riding the bus and drive to work.</p>
<p>I understand the reasoning behind the guidelines, but I question the way some of the guidelines are measured. To use the UW Seattle campus as an example because of the large amount of people using bus services, while waiting for an East/West bound bus (that are supposed to run every 15 mins or so, but actually run closer to 25-30 mins and are usually full) I can see multiple buses of the same North/South route going by at half capacity or less.</p>
<p>These guidelines do not take into account that someone living in what is considered a non-low-income area is not well off. There are all types of living situations and just because I live in a particular neighborhood does not mean that I have oodles of money to spend on transportation when public transit is SUPPOSED to be economical.</p>
<p>The UW is the</p>
<p>It is very easy to hide behind statistics and numbers. Whgat makes the system appealing to the users is reliability and service availability. In 2006 it was appealing to exeriment with not having a car. Not so long under current Metro's understanding of level of service.</p>
<p>I understand them, but do not like them!!!!</p>
<p>It seems like my neighborhood (Maple Leaf/Roosevelt) is continually being hit very hard with cuts including library service etc. Starting to feel like the red-headed stepchild of the city.</p>
<p>I do understand that from where I live, there are other bus routes nearby, but all of those require a walk of ten minutes or more to get to, which is inconvenient for me.</p>
<p>I understand - doesn't mean I agree/</p>
<p>Yes, but the 1 and the 13 don't duplicate service!!!</p>
<p>Bus 73 north of Northgate Ave may have been viewed as duplicating the services of the 373, however, at peak commuting times, both buses are needed to avoid overcrowding that causes the bus driver to not pick up new passengers south of 125th St.</p>

<p>The #8 is standing room only; its current route serves the Martin Luther King Blvd area which is both low income and a minority area. Cutting this southern part of the route eliminates my ability to commute to work.</p>
<p>I don't believe Metro should base their service on income or population demographics. There are middle-class and even high-income riders that depend on metro to be reliable and convenient. The bus is not for just poor people. It's incredible that Metro can even get away with saying that!</p>
<p>Living on Capitol Hill, there's a high population of people here. A lot of them aren't low income and they ride the bus. To have to pay for parking every day adds up and to try to find a parking place, in downtown Seattle, sometimes takes forever.</p>
<p>It seems that the job is hard, but not impossible. Hopefully those that need public service help the most will not be affected into obscurity further.</p>
<p>There are any routes going through Southeast Seattle that will not be cut in that specific area, so it is understandable, but likewise questionable.</p>
<p>I have reviewed the proposed service cuts and route deletions and assessed how they will affect my commute(s) and ability to get to the places I need to get in order to purchase food, clothing, and basic home goods (toilet paper, cleaning supplies, laundry items).</p>
<p>I have witnessed losing a favorite route due to lack of "performance" when I saw a driver regularly allow and invite non-paying riders.</p>
<p>Don't know how you got the data.</p>
<p>You want to save money</p>
<p>In theory the elimination of the route works, however I challenge anyone to ride the 71-74 during evening rush hour to see how wrong that assumption is.</p>
<p>I think you are underestimating the need for quick and frequent transit between downtown Seattle and Fremont.</p>
<p>While 66, 67, and 68 are mostly the same routes (guideline #1), they are often quite full (guideline #2), and I still have to wait about 20 min before getting on one, and another 30 min to get to destination.</p>
<p>The route 99 is the only bus connecting Belltown and Pioneer Square on 1st Ave. It serves two very populated communities and avoids heavily congested 3rd ave. I would understand reducing the service during off-peak hours but removing it altogether is a bad idea.</p>
<p>I don't know how the 232 was really decided to be an "under performing route". Maybe it's just the times that I ride it, but going home it can be standing room only. Reducing trips will make it even more packed. Yes, this route duplicates a bit between the 545 and Rapid Ride B, but it's way faster and it really is the only "good" option to get from Bellevue to Redmond as a commute.</p>
<p>You need to keep some routes like the 355 that go both north/south and east/west. Too many just do one or the other. And I still deeply resent fancy trains like the Sounder for the people who live outside of Seattle, and special shuttles for every sporting event. I'm just trying to live my life within Seattle!</p>
<p>Priorities for you, not for me.</p>
<p>I understand the guidelines; I just think they don't allow for some on-the-ground logic.</p>
<p>But they are not fair and equitable. Neighborhoods are being given priority based on political agendas and news coverage</p>

<p>The 5 is a key bus route, and the annual performance report lists corridor 38 (route 5) as being below the target service level. Therefore, it seems deeply unfortunate that such a key route is *losing* service.</p>
<p>They think the 48 and 67 are redundant, but they really aren't because the 67 goes through campus and the 48 goes along 15th and Pacific.</p>
<p>Because of geography and demographics.</p>
<p>route 167 doesn't duplicate anything -the travel time will double and even triple due to poor slow connections in downtown seattle(only one slow route 43!) especially during peak hours</p>
<p>I understand, you need to cut 17%, I just don't have to like it.</p>
<p>....</p>
<p>It seems like you are cutting busses across the county that are heavily used. Less 271s and cutting all 167s</p>
<p>My routes serve neighborhoods with low percentages of minority and low-income residents.</p>
<p>It's easy to see that you are trying to pull the wool over our eyes and save your ass.</p>
<p>As a rider, the 12 does not seem duplicative with the 43 because of point of origination. Adding a transfer dramatically change transit times which is especially burdensome to families juggling schools and childcare.</p>
<p>I do, but they do not seem to translate into reality</p>
<p>I understand some of the cuts but others make no sense at all. One route is considered "duplicate" yet it is the only route serving 35th consistently.</p>
<p>No comment.</p>
<p>I'm sure that they're cutting the 72 because they feel that the 372 and other alternate buses serve similar purposes. I doubt that it's particularly busy during non-peak hours, and can understand why they would want to cut back outside of the rush hours.</p>
<p>I have read the entire recommended guidelines but there are some things not detailed entirely. Productivity guidelines for example but of course Metro does not necessarily need to disclose that.</p>
<p>Unfortunately, I think you should also consider the amount of revenue a route (or even a single bus) generates compared to the exposure to operate it. Efficiency should be a factor in what routes are cut.</p>
<p>You should be keeping routes that have high ridership and close to paying their own way.</p>
<p>I can understand the need to have a workable set of services within the available budget.</p>
<p>I understand the rationale for combining and reducing redundant routes to save money. However, I'm concerned that major employment areas (East South Lake Union, Eastlake) are being inordinately affected.</p>
<p>I get the rationalization, but there are many factors missing here and no information if any other options to modify the actual route or equipment are in that list.</p>
<p>While I don't agree that well-performing routes should be the measure (fewer routes mean fewer people use the system overall because there's less utility for everyone, even if they don't use those routes much), but I understand why those were the mistaken metrics established</p>
<p>There could be more adjustments to remaining service to fill in gaps.</p>

I understand what are the published guidelines. I just don't have faith that they are being followed, aren't being influenced by politics or that you even have enough quality raw data to make the decisions you claim you are making.
I do understand it's a balancing act and there is only so much money.
I understand that other communities may need for bus service than others and not everyone lives close to the Junction like I do.
I don't understand why the decision was made to cut very productive service to West Seattle and South Park before cutting much-less-productive and duplicative service.
Because it doesn't exactly double another route but it is relatively similar.
I think Metro is doing the best it can in a tough situation.
Because I read them.
The performance indicators mentioned (eg, duplication of services; relevance to peak hours; relevance to 'community characteristics'), are not indicative of complex transit patterns. Routes with less use are often more essential to the few who use those routes precisely because there is less transit penetration in the region.
The standard isn't properly applied when you are talking about a remote part of the city with few riders but no other options.
I don't have any data to compare these guidelines to
Why don't the guidelines consider traffic congestion and any environmental impact?
What can I say? You know it when you see it. A guideline for the county ought to be how to entice and keep riders.
It sounds logical...
But disagree.
I am "too good" for metro it seems, at least according to metro's on process as defined in bullets 3 and 4.
I do not think West Seattle routes should be impacted disproportionately as will happen with the loss of state mitigation funding. West Seattle needs to be held as harmless as possible and not impacted disproportionately. These routes (RR C) are high performance and should not be cut.
I see the Administrative logic in the Plan, but it falls way short of the Human need.
It makes sense to me that the routes I use would be cut, because ridership is not that high as other routes, and I do not live or work in a low-income area.
I see what is published but were they were decided by people who DROVE to the meetings in their cars; have week day, day time jobs?
I understand our neighborhood is perhaps not the most populous but routes and transportation options have already been slashed - do not take more away from our already limited options!
I understand them and they make me question why our route is being cut!
There are too many variables and too many riders for this to. Work well.
Why do I understand them?! I read them and I understand them. HOWEVER - not enough is being done to ENCOURAGE more people to ride transit. I guess this is something Metro just doesn't do? Well, they should. Because if more people rode, it would affect the results of these priorities/guidelines; it would mean more fare income; it would affect the need for funding road construction. Is ANYONE (government, nonprofit, etc.) focusing on getting more people to ride transit??

<p>I know that the proposed cuts are very broad. The cut to the 38 bus in particular is drastic and affects a large number of people and school aged children and teenagers in the south end.</p>
<p>The 152 and 190 are always packed. I could see using a non articulated (accordion bus) on these routes, but not canceling them all together</p>
<p>I understand why it would be appealing to break up the number 8 route, but the piece that would be removed is not well served by any other bus. To replicate my route to work, I would need to take at least two, possibly three different buses to go a distance that's maybe a ten minute drive.</p>
<p>Yes but they don't make any sense. They will not save much time if they discontinue stopping at the Tukwila Park and Ride. Over 45 people get on my bus every morning. This is just my bus, this is the same with every 193 that stops in Tukwila. Please don't discontinue this stop. Many will be without a way to get to work.</p>
<p>It's still going to negatively affect areas with higher percentages of minorities and low-income residents. The buses will become more crowded and congested.</p>
<p>during the last round of reductions, the reasoning was that those routes/times are not used enough. However, every time I am on it peak or not the buses are more then half full. the 121, 122, 26, 28 are standing room only after 3-5pm. They are every set filled between 6-7am. Does metro people actually ride the bus during these times?</p>
<p>I understand the priority of cutting late night service- many buses are often empty then. But I don't fully understand the rerouting of 71 to avoid the University District- I use 71 as an all purpose bus to reach the U District and Downtown, and I see plenty of other people who do the same. The reroute of 71 makes it follow essentially the same route of 76; I don't think my neighborhood needs two 76s.</p>
<p>Based these current proposed changes and the last changes that occurred it seems to consider the start and end destinations and not necessarily the places in between that end up losing service.</p>
<p>I understand the prioritization scheme, but I believe it unfairly affects West Seattle.</p>
<p>Seems like the lower income areas are getting the most cuts and changes. Shame</p>
<p>that the number 36 route is constantly packed with no where to sit and that the number 60 is a joke, it's never on time anyway, if it shows up at all.</p>
<p>I don't understand how a high use route (197) which serves a major economic engine in the state (UW) would not be a route that would be saved in some form. Especially considering the UW's commitment to funding Metro UPasses.</p>
<p>I understand what they need to do but cutting these routes may cause a drop in ridership.</p>
<p>Decent ridership, but I can see how there's some redundancy.</p>

<p>I do, but prior to 2012, the 17 bus in my neighborhood was very busy and well used. The change was to take the 17 and break it up into three routes, 61, 62 and 29, which were poorly conceived and did not adequately work for anyone. Therefore, they did not have a lot of riders, because people had to find alternatives to get to work in a timely and efficient manner. There were many ways that the buses could have been rerouted to serve MORE people, but that was not the case.</p> <p>In addition, it has caused overflow on the 40, which means that it's often impossible to get on the 40 because it's at capacity, increasing wait times. It would make more sense to distribute the ridership more evenly through our neighborhood. Our population is rising rapidly, yet we will have half the service we had two years ago.</p> <p>So our neighborhood feels like the bus routes were purposely designed to be phased out rather than intelligently designed to serve our neighborhoods.</p>
<p>Yes, there are other bus routes nearby my area, so on paper it looks like I have lots of other service options. But all the routes are crowded and heavily used. I can't imagine how packed they will be with service cuts.</p>
<p>Route 244 is a major route used by a large number of Microsoft and other IT workers and is paid for by Microsoft so it does not make sense to delete it.</p>
<p>It makes sense that you have guidelines to follow. I would be worried if you didn't.</p>
<p>68 and 372 overlap as they approach campus, and before they get to this section, they are usually not crowded. Students getting on the last two stops could just walk up the hill and don't need service as much as commuters.</p>
<p>except Route 238 is the only service to the Lake Washington Technical College, I have not seen in your proposal how you are going to serve this group of riders. Are you going to leave this group this group with out service?</p>
<p>I understand teh need for efficiency</p>
<p>I understand the need for dropping less used routes or duplicate routes.</p>
<p>I'm confused about why the 48 express is being cut when it travels so much faster than the alternative local service. I realize ridership is lower, but I think if the express ran more often (only 5 trips/day now), then more people would ride it. I consistently see people refuse to get on the local service, so we can take the express option. It seems like cutting back some of the local service during the times when the express operates would save just as many service hours while maintaining higher quality, faster service for the bus-load of people who ride the 48 express.</p>
<p>I remain unconvinced about Rapid Ride and about the use of trolleys and trains.</p>
<p>I understand that you have to focus where use is highest.</p>
<p>Most riders get on at the Kingsgate P & R; there are other busses that travel from there, just none that come by my neighborhood unless I take 2 busses.</p>
<p>I know that one problem with the 8 is that the route is very long. I do feel there should be express buses between south lake union and capitol hill (like there used to be...) but there's nothing more luxurious than taking a direct bus. I don't care how long that direct bus is, so long as I don't have to get off midway and wait an unknown amount of time for the next bus.</p>
<p>121 is a work commute route and pretty lightly used by north-, east-, and west-enders. Therefore it is just not priority. Most folks living in those neighborhoods have nothing to do with the south end (aside from area around BFI) either for work or other purposes.</p>
<p>Technically there is another route that somewhat covers the section of route I want to take. It makes huge detours and the stop is much further away, so (given that I have a car) it just isn't appealing.</p>

I understand Metro is proposing the alteration of their services to still fit the needs to the community well enough. But this will impact our community greatly and terribly.
During peak hours, the 9X is pretty crowded, but there are other ways to get to First/Capitol Hill from the Rainier Valley. The only thing is... those ways require a transfer/are pretty slow (ahem, 7, ahem).
I understand the need to balance financial constraints with realistic service provisions.
Routes 71,72,73 do not compare to the express of 167 as it bypasses downtown all together. It seems that low-income commuters will be impacted the most if the proposed "deletions" take affect.
I pay taxes too.
The Magnolia neighborhood of Seattle is not a priority for King County. Apparently Metro believes that Metro riders from Magnolia can afford to drive to work instead.
I understand the priorities but not the reasoning behind eliminating so many trips on 'commuter' routes.
I am curious why routes running down 5th Ave NE are all up for deletion. It seems unfair that the 67, 66X, and 242 are all being deleted. It seems to be a disservice to the Maple Leaf area.
I get that metro is trying to be LEAN. It is great to not have waste. But in addition to cutting you need to look at other ways of GENERATING income. NETWORK, adverting, BAKE SALE. Maybe what you really need is some a rebranding. Lynette Xanders of WildAlchemy.com is an AMAZING brand strategist and she achieved major increase in revenue for the sounder train between Seattle and Portland when she was hired to rebrand their offering. She is a genius. HIRE HER to help you figure out how to get the money you need to be able to serve your riders the way a big city should be able to. Seriously. DO IT like you are a BUSINESS.
I understand the guidelines, but since the proposed change will cut off part of an important route in an area with a higher percentage of minority and low-income residents, I'm not convinced that they have been reasonably applied.
I guess that my neighborhood has fewer minority and low-income residents than many other Seattle neighborhoods, but there are neighborhoods just north of me that are far more diverse and whose residents rely on the same bus I do. As a result, it's hard for me to understand why the whole route was cut on the basis of these priorities...
I understand there are other routes in the area although they are far enough away and up hill from me to be able to access personally. However, the routes/times I ride are always full and often I cannot get a seat. It seems that this would keep it safe.
I don't have to like what YOU want to do with the service.
What I do not understand is how a route that has full buses is underperforming?
The cuts only seem to be focusing on the movement of buses not the movement of riders. They don't take into consideration the time and hassle of having to transfer between buses, especially when those buses do not stop at the same location.
I recognize that if our state Legislature does not help, the service reductions are necessary. The proposed changes to Rt. 71 is not because of duplication for most of Wedgwood.
I understand but don't agree,?
This is about \$\$ not service
However, this seems like a chicken and egg process. The more you cut and add transfers, the more people have to find alternatives like cars.

Yes, I understand that Routes 43 and 49 are alternatives to Route 47.
Some days the 120 late night isn't very full. I'm guessing you think people can use the C-Line but the C-line doesn't go near Delridge
You are not doing this for the consumer, you are doing it even though fares and ridership is up!
I understand the need to make cuts -- but my dismay comes from the fact that not only one of my bus routes but BOTH of them are set to be cut. I can totally see the need to adjust and make changes, but I never expected that the County would eliminate routes that leave people like me with not only fewer options but NO practical options.
I understand that the route is not being used regularly - but this is NOT because of lack of need, it is because of lack of metro service in Snoqualmie.

39. Answer: Not very well – Why?

The most outstanding information that I receive is the annual threat to the bus I use to commute to work.
Why does being a minority resident have any bearing on the plan? BTW the 5th bullet above is a duplicate of #4.
The 17 performed well. Metro added the 61, and no one took it because it was always late or absent, how do you measure the performance of a non-existent bus? The 17s ridership is lower than before because you are reducing the amount of trips its makes. I routinely miss the last 17 from downtown to ballard in the evening and have to reroute by taking 1-2 more buses. I do not believe Metro had done their due diligence to evaluate current routes and make efficient changes accordingly. I would rather put my money toward something that will be used more productively.
All the buses I take to and from school are already often crowded and full because the majority of the students that attend my school also rely on buses to get to and from school.
Please explain how shaped is it going to be? Have more people wasting more time to wait for the bus?
There is a lot of information and change being made, it's hard for me to understand the bigger picture of how all this fits together and how it affects the general flow and the ability to get places within the city.
We have a large number of students in our community and so we need more bus service. Having a large number of students should be counted as low-income residents.
I don't believe your priorities are correct. I believe you are using scare tactics to generate more funding. My respect for the administration of Metro has fallen greatly. You are not making proposed changes for the betterment of Seattle.

<p>You seem to forget about the people living in Woodinville. The last leg of the 372 route is going to be discontinued, so it will force people to take the 522 from Woodinville and have to transfer in Bothell or Kenmore. Don't understand how you arrived at deleting that part of the bus route.</p>
<p>If a route has duplicate service, why do you have a 312 running the same with the 522? I understand that it is Metro vs. Sound Transit, but it is redundant.</p>
<p>The 25 is the only direct route that goes from Montlake to U Village</p>
<p>I'm unsure where to find the suggested cuts.</p>
<p>Planned reductions seem to impact high ridership high density routes more than sparsely used routes with low ridership - seem insane to maintain subsidies to rural suburban areas if this many cuts as this uses more drivers per passenger and more fuel per passenger</p>
<p>Increase service rather than decrease it. There is a need for this service regardless of its frequency.</p>
<p>Why delete/revise the 197 when it is heavily used. But you need to provide parking at transit centers for those who drive there.</p>
<p>North Kirkland is one of the areas that won't be served by light rail in the future. I would expect Metro to pick up the slack.</p>
<p>The last two bullet items do not fit with the cut you are making to #31.</p>
<p>because if you cancel the 67 and 68 you will have to increase the # of 75 buses because the 67 and 68 riders will be forced onto the 75. How does this save any \$?</p>
<p>There are not as many riders in late afternoon trips compared to the rest of the trips on the route yet a good amount of people use the service and their isn't an alternative route that I know of that offers faster travel times to federal way especially not that late in the day.</p>
<p>because I have not seen any impact report about the specifics.</p>
<p>Northgate is a huge transit center stop and routes going to university district are hugely important. There are plenty of residents nearby and so I don't understand how the routes were so drastically cut.</p>
<p>The 31/32 is always very full, not sure why one would be cut - if they are already both full, then just one would need to run twice as frequently to keep up with the high volume of people.</p>
<p>For example: Bus routes 71,72,73 from Convention Place to UW are ALWAYS full when I take them. I have to stand on those buses 90% of the time I am on them, and they are duplicated! It's the same route over 3 different buses every 15-20 minutes (peak time). Why in the WORLD would you get rid of those?</p>
<p>The only option to get to the UW from within the Magnolia neighborhood will be cut. I am basically as close a I can be to the alternative root to the UW, but other riders in my neighborhood will > 3 miles from the closest route 32 stop</p>
<p>Route 241 is the only route that goes through the west side of Eastgate, and cutting it off before 7:00 PM will have a significant impact on those who need to get home in the evening.</p>
<p>My routes get lots of traffic from students. I don't understand why they would be reduced.</p>
<p>What does "performing" mean? What the hell is target service? Aren't we trying to reach a larger potential body of people to use transit? What the hell does transit service level mean? What are Metro's Priorities? How do you know your potential ridership?</p>
<p>Many individuals rely on the routes 31 and 32 that the changes suggested don't fulfill the Metro's service guidelines (particularly #2, #3, and #4).</p>

<p>The 68 is full all the time and serves University Village as well as the UW campus. There is not another route that fills this corridor unless one takes 2-3 different buses. Also the 68 has many people on it at virtually all times of the day so I'm not how this can be a low performing route.</p>
<p>The claim is that route 167 is one of the "lowest performing peak-period-only routes in Metro's system." The trouble with this is that in my experience (nearly a daily rider) the buses are almost always full. Does Metro mean that unless a route is standing room only it is "low-performing?" If so, then this might make some sense. Otherwise, it appears to be a fully-functioning commuter route that has just the right amount of service.</p>
<p>I don't believe these guidelines are being used consistently. I also take the 255 and it manages to go from downtown to the eastside (and back) throughout the entire day, with a 10-15 minute between buses. They are often close to empty during the day. Yet not one of these routes is getting cut.</p>
<p>There are usually 5-10 people who get on the 31/32 bus at my stop (40th and Stone way), and the bus is always crowded (sometimes there isn't enough room for me to get on in the evenings) So I think that the route is well-used and the Stone Way stops are used by many people</p>
<p>I can't see how the reduction in running hours (early termination of evening service) can be justified on these bases. When I take the bus home from the Symphony and other evening events late at night, the ridership is always pretty high.</p>
<p>Priorities do not reflect the current inadequacies of available routes. For example, there is no express route to the medical facilities (Broadway & Madison): 211 is not an express; it meanders up and down and frequently gets caught in traffic. Nor, is there an express to UW: 205 is not an express but provides the only viable option for getting to UW for many Eastside residents.</p>
<p>Because it's pretty arcane and it seems like it's just word salad. The results don't match up with the purported mission.</p>
<p>I understand this is practical. But I think the need of transportation is not be measured only by the frequency of use or number of riders. For example, I do not drive a car. I had a little kid who requires a childseat to ride a car. A taxi does not provide a carseat. It is impossible for me to carry both the child and a carseat. In that case, what I can do? (If taxi was the exception for childseat, I can transport with a child, but still it is dangerous..)</p>
<p>Was not explained. Two sentences in the pdf are not enough</p>
<p>You are the ones causing your money issues, not me. Raise bus fares, scale back the salaries of your over paid CEO's but DO NOT increase our tax's or vehicle registration</p>
<p>The 71, 72, and 73 have to be the busiest buses of any on the routes (at least at the times I take them around 7:15-7:40am and 5:00-6:00pm). Every single time I get on one of those buses, it's full - usually standing room only and turning people away. I guess I don't understand how that fits with comparing how it's performing against other routes.</p>
<p>Why the change to move the 355 along Aurora. There is plenty of service there from the 5 and 355.</p>
<p>not sure why cutting off the UWMC is helping anyone. But I know someone has to get axed. The buses with the highest all day ridership will prevail.</p>

<p>The alternatives (particularly in the morning) are so congested that it is difficult to reliably get a bus at that time in the morning. The 205 is often at capacity as well, so deleting it will only transfer the problem to another, already congested (non) option.</p>
<p>There will be cuts to the routes from Fremont to Downtown that serve South Lake Union, an area that is growing drastically. Yet the service to this area is getting cut. I have rarely been on any of the buses serving this area where it wasn't standing room only.</p>
<p>It seems to me that a lot of cuts are made to services to/from West Seattle, which is already hard to commute to/from. No direct services to the University of Washington from West Seattle anymore, and now weekend services are being eliminated.</p>
<p>Not sure how reliable the data and analysis are.</p>
<p>Because I have a full bus on both my primary and alternate use both ways at all times of day, so I don't understand how any of them are on chopping block.</p>
<p>This is the only route from Renton to the U District, it is full when the University is in session, it only has 4 runs in the morning and one of those does not operate when school is not in session. There is no adequate alternative since you are cutting service from downtown to the U District as well.</p>
<p>This route is often already packed to capacity. Reduction in service will not help.</p>
<p>Why do we have route 55, which seems to pretty much duplicate the C + 50 only without a transfer? The 56/57 seems much more distinct and useful.</p>
<p>Because the 66X is a staple route for so many commuters</p>
<p>The worse the transit options, the fewer people will ride the bus. The fewer people ride the bus, the more likely you will eliminate the route. With this logic, you will soon eliminate all routes that are useful for commuters.</p>
<p>It looks like my neighborhood in View Ridge will not be served at all after the 71 is radically changed. I would have to walk at least ten blocks to get the bus, add a transfer, and have a much longer walk to get to my office. This is unacceptable to me, and I would end up driving.</p>
<p>No logic behind deleting a route which is always full of riders. Delete routes that are causing a loss in profits.</p>
<p>Since I'm now regularly riding an overly-crowded bus, I don't understand how the route isn't "performing compared to other routes".</p>
<p>I'm unclear how a full bus is under-performing.</p>
<p>They were never explained to me, and I don't have access to the information used to come to the decisions made.</p>
<p>This bus is always packed during my times of travel, I would not expect routes during these times to be cut, but they are.</p>
<p>route 250 is always packed when I ridehow can it be under utilized?</p>
<p>Information seems to be missing a business plan to raise the missing money</p>
<p>How do you determine when a route is not performing well? I can see reducing service during "some" off-peak hours for those who need to get to medical appointments and errand-running. But to just delete the service with no alternatives is just foolish.</p>
<p>Based on all the buses that I see being cut in Kent, I don't know how people are supposed to get around.</p>
<p>26 is a terrible route to stop.</p>

<p>The buses I take are well traveled - often standing room only, so I do not understand cutting them.</p>
<p>The proposed changes that affect the routes I use most make no sense at all, to someone who is a daily bus rider.</p>
<p>Especially in the afternoon all of my bus options are quite crowded. I'm not sure how the area can possibly be served with fewer routes.</p>
<p>A lot of people depend on the 234 and 235 to go to and from Bellevue, so I don't see how cutting service makes anything more efficient for anybody. It puts everyone at a very bad disadvantage.</p>
<p>I don't even understand the entire idea.</p>
<p>No other bus connects Education Hill to Bellevue College. Based on the information Rider Options information you gave, this need was ignored.</p>
<p>There is not much clarity in understanding what numbers were used to determine capacity, "peak service," access to alternative transportation, and how routes were redesigned. Frankly these numbers should be made public (or at least the specific guidelines for what the cutoffs were made accessible to interested parties). I also think that commuting time is an issue and asking people to go all the way to another part of the city to get to a place formerly served by a direct line is not efficient service.</p>
<p>Riders have a very different idea of how well a route is "performing" than Metro does. None of the West Seattle routes are "performing" well, but there are no truly affordable alternatives to riding the meager routes available.</p>
<p>The 106 is a critical route for many and yet Metro is proposing to turn it into a brutal "milk run" by adding Yesler, Jackson and MLK, notorious areas for slowing buses and increasing their delay times.</p>
<p>The handout while very detailed was also confusing. The Metro employees were not eager to give info.</p>
<p>I understand what the guidelines are, but I do not understand how they apply to route 7 and the proposed changes.</p>
<p>I assume my bus ride shall stay the same, really.</p>
<p>I don't understand why the new route was chosen, or why the route wouldn't continue through downtown.</p>
<p>You state the rider volume is low on certain routes, yet when I have been on the bus is 80% full. Do you really want us to be squeezed in?</p>
<p>Deleting route 28 at a time when the number of residents in Ballard is increasing rapidly with the building of large apartment buildings makes no sense to me. It is short-sighted.</p>
<p>Some of the changes for the area I am in have a college and the cut will cut off getting to some places.</p>

<p>There IS a high percentage of low-income residents on the 901 (for example), and I think you need to focus more on the fact that it is the ONLY!!!! Route that services the West Federal Way AREA!! You already took away the 178 & 175 that used to service my corner! The 901 is all we have left! It's not like there is another bus that covers this area! I Really feel sorry for the people who live along the area where Dash Point crosses over 1st Ave.! Even with your alternative, they will still be Stranded High & Dry! I thank you for at least giving the people who are along the 312th corridor (like 312th & Dash Pt. Rd.) an alternative, but even we'll be cut down to hourly service! I moved to where I am Because of the ½ hour service! When I moved here, not only did we have ½ hour service, but we also had a 178 & a 175! You took those away from us, and now you want to return me back to hourly service(granted, better than nothing), and totally Strand those people by 1st Ave & Dash Point Road (that general area) HIGH & DRY with NOTHING? I just hope I don't hurt Myself mentioning them... don't want you to take away a bus from me to help them, more like keep as is!</p>
<p>Have not been able to attend any meetings you might have had on this subject.</p>
<p>There is no logic to the coverage that the bus routes follow currently, and even less now that they are being cut. Do these people have brains?</p>
<p>I can see that parts of the 4 are duplicated by the 3, but I'm not sure about the reduction in the 14. The 4 and the 14 are the main connections between my neighborhood and downtown.</p>
<p>rules appear to be applied without transparency</p>
<p>Why eliminate access to a whole section of town (the SODO District). Doesn't make any sense.</p>
<p>For my area is there is duplicate bus service. Also, I don't see hard data on ridership. My bus always is packed with standing room only, so I'm not sure how that could be the basis for non-performance.</p>
<p>Because no analysis that explains how my route was evaluated according to this rubric and the routes it "competes" with for funding has been shared with the public.</p>
<p>Haven't seen the details of why the 214 is slated for reduction. It seems quite crowded during peak trips between 7 AM and 8 AM to downtown, and 4 PM to 6 PM to Issaquah. Does it take no seats available before it is considered successful? Come on. Adjust your criteria. There is a huge expansion of development underway in Issaquah the next 10 years. Cutting express bus service is not going to encourage people to get out of their cars.</p>
<p>Your site says the 306 is "one of the lowest performing peak-period-only routes in Metro's system." The 306 is almost always full, especially in the mornings. So I don't know how this is possible.</p>
<p>For route 265, there are not any other alternatives to get to the same area from downtown Seattle, other than the infrequently running 260 that goes up the freeway. 265 only operates at peak times, and is always busy when I am on it. Perhaps you could cut the earliest and latest runnings of it that have lower ridership, but keep the 630am-830am and 4pm-6pm times running for us working folk!</p>
<p>I can see that my area is viewed as not so low income, but that doesn't mean that the buses should be cut altogether. Some of the other routes are running too often with few people on them.</p>
<p>If I take just the 316 to and from work, or the 346 and 41, my travel time is the same.</p>
<p>Given that the 28 and 28 are the only safe easy options for people on Dexter, I don't get why these are being cut.</p>

<p>Lake Washington Institute of Technology is a popular college located in a fairly wealthy metropolitan area, and while other ground transportation such as personal cars may impact profitability, I feel the student traffic on Route 238 alone easily makes up the difference. To cut this route would effectively cut off a major mass transit destination from mass transit, and because of this I do not understand the practical reasoning behind this proposed decision.</p>
<p>Because Metro is not making good business decisions. For example the 152 does not run for people that get off work at 5:00 the last bus home from downtown is at 5:02 if you get off at 5:00 it takes at least 8 minutes to wait for an elevator get on and then walk/run 4 blocks to the bus stop. bus service should be to reduce congestion during peak hours and yet they are running busses empty at night that could be eliminated so people getting off work at 5 could get a ride home.</p>
<p>I think Metro is poorly managed, and I think this is all political posturing. I'll probably just start driving again, what a sad state of affairs this is.</p>
<p>I would like transparency in the number of rides, the service times, etc, based on the population density they're serving.</p>
<p>Surprising, as the 66, 67, and 68 buses are usually quite crowded, particularly during peak times.</p>
<p>We consistently share our #21 bus with many riders between West Seattle and Downtown. This is a well-used route. My family and I are lucky enough to live within reasonable walking distance of the C-line. The people I speak with on our bus are depending on it for commuting to less serviced areas along 35th. I really do NOT understand the deletion of route 21.</p>
<p>Last point, it is obvious that the bus 60 serves the whole Cleveland high school students, some once or twice but for others, that is their everyday transportation. Many students, staff, and those who live around the neighborhood will be affected. We aren't like Franklin high school, they have numerous of buses AND the sound transit for transportation, Cleveland only has the 60 and the 106.</p>
<p>Because I don't have the data on my route.</p>
<p>While riding the bus I see that it is very crowded during peak hours yet it is still being cut. Even reduced service would be better than removing entirely.</p>
<p>I do not know specific numbers, and therefore do not know how route 244 compares to other routes, using the criteria detailed above.</p>
<p>Does this take into consideration the sound transit ridership? The alternate route suggested is currently very overcrowded.</p>
<p>Why the RapidRide buses - have no riders and the regular routes are packed with riders - and yet more and more cuts to regular routes - frustration! Explain that please!!!</p>
<p>I'd like to see statistics graphed for comparison.</p>
<p>It is complicated beyond reason. The changes, if they occur at all, should be more direct, more transparent, with evidence of their impacts on riders.</p>
<p>Because it seems to me to be ridiculous to move the bus to Madison Street it is so congested it will slow do traffic.</p>

<p>The priority reason given for changing the #2 does not account for all of the changes being made. It is stated the the reason for the change is to reduce duplication of service. This may be the case for duplication of service to/from Queen Anne. But you cannot use this as an excuse for combining the #2 with the #12 on Madison. The #2 on Union and Seneca is not the same route with the same riders going to the same destination. Furthermore this change eliminates through travel without transfer for all riders going from Madrona, Central District and First Hill to the downtown retail core and Belltown.</p>
<p>I have not done enough research.</p>
<p>Bus service is the basic of life for advanced country. I do not understand how you use tax money.</p>
<p>It makes no sense to me to delete the #113 - it is the only route that goes downtown from Olson Place & Myers Way P&R.</p>
<p>No I don't see how a 50 % cut of my routes fits in the 17% cut.</p>
<p>All 3 bus options I take run thru lower income areas, go to main transit hubs that connect other cities to downtown Seattle. The cuts to these routes do not make sense on an economical level.</p>
<p>I would need more information.</p>
<p>What is wrong with this picture?? Ridership is at an all time high - which means you are taking in more money than you have in the past - so clearly Metro management is utterly and completely incompetent and every one of them should be fired.</p>
<p>This guidlines don't make sense as to actual needs of riders. In my case, with route 215, saying it is low performing ignores the reality of the situation. It is low ridership because it takes an hour to get from Snoqualmie to downtown compared to about 35 minutes by car. This is already difficult for people in Snoqualmie, adding a transfer in Issaquah will make the trip completely unreasonable. People in snoqualmie need the bus. For many driving isn't an option. Making this change will be much more of a hardship than for people that live closer to Seattle and will have more alternatives. So ridership may be low on the 215 for those that ride it, it is extremely important and cutting service will hurt much more than other routes. Those factors should go into the decision to cut.</p>
<p>Beacuse it seems that king county metro leaders don't understand the needs of the riders.</p>
<p>I guess I haven't researched into this much.</p>
<p>The 66 always seemed like a popular route. I'm not sure what route would serve U District to Northgate.</p>
<p>According to the guidelines, they would not cut a bus like the 9, which provides direct transportation from schools and hospitals to many neighborhoods in the south. Are people leaving the hospital supposed to walk to the international district to take the 7?</p>
<p>I live in an area that is probably considered not minority or low-income. However, there are still a lot of us who depend on the bus for our commute to work because we believe in utilizing Metro instead of our cars. You shouldn't penalize our neighborhood just because it's more suburban.</p>
<p>route 167 has no alternative and it serves people who can't afford paying for parking at UW Medical Center, yet they payed the highest sales tax in the country most of their lives to fund transit, and no when they need it most due to diagnoses they can't even use this service. it's not right. these people have no choice.</p>

<p>i don't understand, because route 167 doesn't duplicate service between renton and UW hospital. during peak time 167 takes 30-40 min compared to up to 2 hours on 101/43 transfer plus extra walking.</p>
<p>There is no other bus route that duplicates the 1 bus. By decreasing service a lot of people, who rely on this bus, will be forced to walk over a mile to get to their homes.</p>
<p>I haven't seen the actual data so I don't understand exactly why service along Dexter and to View Ridge is being cut so hard.</p>
<p>The website is helpful, but vague in the sense that I can understand that there will be alterations, but I don't know how they are changing unless they are being obviously cut.</p>
<p>Why aren't newer, lessuseful routes going to the trash can first? Your system worked better in the past but of course no one remembers, so they keep fixing what isn't broke until you cannot recognize the monster you've made.</p>
<p>Every time I ride the bus, it's packed with people almost to an unsafe point.</p>
<p>Every time I ride the bus, it's packed with people almost to an unsafe point.</p>
<p>I don't believe that there is anything equitable about these service cuts. Do you think I'm stupid? I'm fully aware of the cronyism and favoritism that's played by these types who don't even use public transport themselves. Listen up, public transport has always been a class and racial issue in the United States. Certain bus routes are cut, changed or truncated to control population movements. This fact is more than obvious in the service cuts to #8 and #4.</p>
<p>Duplicates or not, these buses are standing-room only on a DAILY BASIS. I don't understand how these routes have been designated as performing poorly enough to be DELETED entirely.</p>
<p>The push to ride transit has been successful. Yet I feel not well managed. Cutting services is not a sound idea.</p>
<p>72 is very highly used bus. It connects the Urban Center of the UDistrict with Lake City. The 372 does not serve the urban center. I don't understand why routes that serve the UDistrict are being cut or cut back.</p>
<p>This is the only Metro bus that goes south on I-405 to Renton. There are many many students and employees of University of Washington who take that bus. It is only a commuter bus and I think it is not as costly as a regular bus for the Metro Service. I genuinely and strongly think that Route 167 should be saved.</p>
<p>I live in a low income area with plenty of minorities, the routs being cut and reduced seem to negatively affect this area.</p>
<p>I would need more information to understand how the guidelines shaped the # 8 proposal.</p>
<p>The buses that I take seem to be fairly busy, not sure why they should be cut</p>
<p>My answer is actually "NOT AT ALL" -- again, survey designers have NOT given me and others this option in answering this question. According to these guidelines I am reading, it appears that NO ROUTE CHANGES should be made in the #2, off one of the most heavily populated residential corridors on First Hill (Seneca) to a more standard "downtown commuter run" for the young and affluent from Madison Park to downtown.</p>
<p>Metro has not been widely publicized and some of the alternatives do not make sense in the real world' e.g. how does 21 in front of the 50 serve anymore between 35th and Avalon (Avalon 35 Ave. SE) and westwood. This is a ridiculous proposal!</p>
<p>As I have said, this leaves an entire neighborhood without convenient bus service.</p>

I don't understand why the 4, which is a heavily utilized route, would be considered for elimination.
The information isn't well communicated. You are NOT transparent.
By what measure do you compare how a route "performs"? What are the target service levels? The last two bullets are the same.
Your performance data is not very transparent. Reports are too tiny to read. I tried to find performance data for Route 50 and couldn't figure it out. After many years of making service more and more inconvenient, ridership data even if it is being captured correctly is a poor indication of what ridership could be if we restored deteriorated service levels.
The reason given for cutting the 47 is that it is underperforming. I don't understand that reason since it is full every time I use it, both morning and evening. It goes from a very busy part of the city (capitol hill) to a prime destination (downtown).
My routes 26, 28 that are being cut are ALWAYS overcrowded. They service a LOT of people in the north-south corridor. I do not understand how they can be cut in accordance with the guidelines mentioned above.
I didn't have time to read the complete proposed changes thoroughly.
The disadvantaged, the poorer communities are hit the hardest - like Northgate is going strong - but the south gets dumped on.
the weird proposed 16 from stone way to fremont is not even customer-friendly option to consider. It's not very bright, to be honest with you.
Just because there is a systematic approach to reducing service doesn't mean it's appropriate or worthwhile. People need to be able to get around through a service they can afford.
It doesn't address the nuances of some bus route changes. "How well is the route performing compared to other routes" doesn't exactly apply for the 25. The ridership plummeted because it became a once per hour route. This is no longer a fair comparison.
I do not feel that the analysis of the ridership of the Route 57 is accurate. This is a busy route, not readily served by other routes in West Seattle.
You are eliminating the 57 and reducing the 56. What route have you left Admiral? I doubt we'll all fit on the remaining reduced service. Hello increases SOVs over the West Seattle Bridge. I feel West Seattle is being hit disproportionately, not least of which because upcoming construction is going to make commutes even worse. You should be mitigating these effects, but the cuts are only going to exacerbate the situation.
I don't understand why routes were cut that allow no other way for people to get to their locations unless they walk 1 or more miles to reach transit.
WHY IS THE CENTRAL DISTRICT GETTING CUT WHEN IT ALREADY WAS LEFT OUT OF THE LIGHT RAIL AND THE FIRST HILL STREETCAR??
I am more confused than understanding. Elimination of Route 25 effectively eliminated bus service throughout Laurelhurst, with no available alternative aside from private transportation.
One of the things the 128 does is connect High Point with Morgan Junction. That connection is lost and what remains is a 175 foot climb over 7 blocks, 3 of them really steep.

<p>This route (214, 554, and previously 215) have a large amount of riders. This change is going to greatly impact the ridership, time, and the overall purpose of using transit. I would rather sit in my car for an extra 20 minutes as opposed to missing the bus because it's too full, which already occurs at some of the stops going to Issaquah in the evening.</p>
<p>The criteria is applied to a large enough area to affect routes that serve nearby routes that are not complimentary or improve rider options</p>
<p>I ride on a very busy corridor. It is so busy, the bus often passes my stop as the bus is too crowded to take on new passengers. Yet, the two lines on this corridor are slated for removal. I don't see how this fits in with your guidelines.</p>
<p>I am not confident that the people coming up with these changes are truly aware of how so many depend on public transportation. We are too focused on cuts, this seems like a defeatist posture.</p>
<p>Lots of people use the #12 bus and its always super crowded so I don't understand why it's being cancelled.</p>
<p>Perhaps you cut so much to us because of the u pass being less profitable? I'd gladly pay more to keep the service!!</p>
<p>There needs to be a clearer definition of "How does existing transit service in the corridor compare to its target service level". What does that really mean? And don't list it twice - that's really confusing.</p>
<p>some of the routes being deleted seem to be covered in the these guidelines yet are still being cut.</p>
<p>Without seeing the actual data I'm not sure I trust the results. Are these routes actually under-performing or were they selected to generate public outcry in an attempt to get more funding?</p>
<p>You use too much jargon! What does "route performing" mean? Number of riders? Staying on schedule? Number of potholes hit? What's a corridor? Who's a minority, and how do you define low income?</p>
<p>Because these changes that were made didn't account for the people that take the bus on the eastside. And they didn't account for Lake Washington School District high schoolers having to take the bus to and from school.</p>
<p>Why is it that you say the routes have low ridership but they are also standing room only?</p>
<p>I don't really believe your reasons.</p>
<p>Georgetown is historically lower income and higher minority (compared to north seattle) but only one bus (60) appears to be proposed to service Georgetown and there now is not longer a way to get to downtown Seattle without transferring or walking 3/4-1 mile along arterial roadways with inadequate sidewalks. Also there are many manufacturing jobs in Seattle and these cuts do not support employees getting to these jobs.</p>
<p>Because the routes I take are used by many students from my school as well--a minimum of thirty people a day, usually closer to sixty--and because no other buses cover this route for a good ten blocks.</p>
<p>I wonder if the planners have experience riding the bus on the routes they propose for deletion or change. Just looking at a map and statistic does not provide a complete picture.</p>
<p>The #12 route does not duplicate any other bus service and during peak travel hours the #12 is always full</p>

<p>Since the #12 route was changed a year ago, I have not been provided with the same service to downtown Seattle as before.</p>
<p>Why I don't understand is how this fits the consideration of "how well is this route performing." Every morning, the bus is packed full to capacity such that people are crammed together and there is very little standing room left. And every afternoon after school I once again ride a very crowded bus with every seat taken and little standing room left. As far as when I ride the bus, it seems to be doing well transporting many people to where they need to go.</p>
<p>909 is a well used route. The stated reason of it being not used makes no sense</p>
<p>see below... some of your proposals are half done and a little shy of being productive.</p>
<p>I have not looked into the reasons why the specific bus routes I use were chosen to be cut. I assume that with 80% of bus routes being affected by the cuts that it would be highly likely that my routes would be affected.</p>
<p>I am the one that sees how full the buses are!</p>
<p>I think too many of the proposed changes help low income, disabled, or elderly rides. The changes make it harder to ride the bus and discourage public transit.</p>
<p>I don't really understand it.</p>
<p>I always use the bus at times when it isn't very busy, although I still see it being used quite a bit during those times.</p>
<p>With such a large number of people that travel to the 3rd largest public college in the state, how can reducing service onto the campus not negatively affect those priorities? Also, how does moving the route onto one of the busiest streets in Bellevue allow for better performance of the route?</p>
<p>The 128 as it is now is very well used. It does not suffer from lack of ridership. I find the guidelines to be administrative double speak for 'we will do what we please'.</p>
<p>Number of elderly/disabled riders s/b considered</p>
<p>I think you've cut transportation for low income commuters for extended hours and for commuters who cannot afford to live in Seattle proper and can't afford pay per use lanes or gas to drive each day.</p>
<p>I don't care, the purpose of having a bus system is for convenience and you're taking that away for a lot of people.</p>
<p>Probably need to show me the specific impact to my route</p>
<p>The 243 bus is always full so I don't understand why it is ranked as lower performing. This is an important route for many people and should not be cut.</p>
<p>The bus is almost always full.</p>
<p>It doesn't make sense to cut routes that have riders.</p>
<p>It is the only direct route and that is not apparently a priority any longer</p>
<p>The route serves an area where the density requires the service. Adjacent routes will not be to handle the additional load, so that route becomes compromised. Everybody loses.</p>
<p>The cuts and reductions keep changing from one announcement to the next. Nothing is consistent. The 17% keeps changing. How can you be using the same guidelines???</p>
<p>244 and 930 are the only two busses that service Willows road but they're both being cut. There are no alternatives and I would have to walk 4 miles from the park and ride to work. That doesn't make any sense. Plus, every time I ride 930 the seats are full. Do away with 244 for all I care: that bus is unreliable at best so I try to avoid riding it.</p>

I don't understand why some area;s access to Metro are completely cut out.
I have attended several meetings and am wondering how rider input is actually incorporated. The 15 Express almost got eliminated because the push was to have the Dline fully replace it. It was not until ridership pointed out that D line while providing greater area coverage would be a negative development for Crown Hill/Ballard residence. The D Ride takes significantly longer as the 15 Express. Data only shows you so much if the options for ridership are taken and the only one given to them is the one that Metro "lead" you towards. Then the numbers are a self fulfilling prophecy. A 7 mile commute should not take longer than 30 minutes during peak hour traffic. Having the 15 Express stay in service was a godsend.
You have eliminated the possibility of getting to Northgate Shopping Center. The Northgate Terminal does not even begin to resolve the problem.
Route 60 is the only bus that takes this path on First Hill - the streetcar will be equally distant from the hospital/s as the 9x is now.
I don't understand all too well how the priorities shaped the proposed changes to route 73. While it's true that not as many people take route 73 to and from NE 145th St as there are people who take route 73 between downtown Seattle and the U-district, there are still a significant number of people who take the 73 that far north and back, including after midnight. By cutting the northern section of route 73, it essentially prevents people from traveling to and from the northern area of Lake City bordering Shoreline since the alternative routes proposed don't run that late.
Because the 14 was cut a year ago and reduced to the "47" when it mass affected riders in my neighborhood. Ridership was extremely high on that line and it was still cut, affecting a lot of people.
What I don't understand why there are more routs being cut.
service to/from west seattle via downtown already feels very taxed and the west seattle populated is clearly growing with the number of apartment buildings going up. A reduction in service based on these criteria seems impossible.
My bus is usually always full and many riders get on at Tukwila-Why change something that is working well? You are keeping so many cars off the road by stopping in Tukwila and taking the 193 right up to First Hill!
Your communication with us "little people" who aren't your big \$ suppliers stinks.
Not specific to the routes i take
BECAUSE YOU ARE CUTTING SERVICE ON THE RAPID RIDE!! IF YOU CUT ALL OF THE OTHER WEST SEATTLE ROUTES, WHERE DO YOU THINK ALL OF THOSE RIDERS WILL GO??? ONTO ALREADY PACKED TO THE GILLS RAPID RIDE BUSES.
The 21 doesn't duplicate service between Westwood Village and 35th SW/SW Avalon. The second option I have is the 128, which is 1/2 mile away and now the proposed changes for that route would take away that option. I take the 21 midday and there are plenty of people riding it at that time of day.
My former bus was the #17. It took me to Ballard center and downtown Seattle. Any transfers I had to make were those I had used for several years. It was a viable service and always had riders. Now the #61 is in it's place it has few riders because it only goes to Ballard and near I repeat near Fred Meyer. It was a deliberate move to accommodate fewer riders so with less people riding this bus it is a definite candidate for removal. We moved here because there was great bus service . We will probably have to move if we can find a bus line to move near!!! Good luck to us!

<p>Because the bus I take now. 131. Is packed to/from downtown during rush hour. Not sure where these people are going to go without. Hugs in my neighborhood.</p>
<p>The guidelines are irrelevant because service already is insufficient. The only solution is to generate funding for service that is effective.</p>
<p>I confess I haven't read much about it.</p>
<p>Why are routes to areas with more minorities getting more cuts while routes to areas like Ballard are staying the same? We can't afford this. You know that the 3, the 4, the 14, and the 27 are all packed at rush hour. How can you cut two of them and reduce the other two?</p>
<p>The 60 already has long wait times and stops running very early compared to other routes. Also, the 36 is packed ALL the time. I don't see how this route should run less frequently and be cut off at midnight. Many elderly folks ride these routes and don't have any other form of transportation. This would be very harmful to the beacon hill community.</p>
<p>I don't know how the budget for the Light rail has affected the budget for standard bus service.</p>
<p>The 214 route is the only bus that does this route and is always overfilled on the morning and evening trips. It is not practical or fair to cut the route according to the service guidelines.</p>
<p>I don't think the changes meet the goal of providing service countywide. A significant portion of the Magnolia neighborhood would not be served as a result of the cuts.</p>
<p>I feel there is no duplication of service of the 205.</p>
<p>"•Does the route duplicate other bus service? " This is the only way from kenmore to bellevue. it's a unique trip no other buss offers even remotely. •How well is the route performing compared to other routes? during peak we have all seats filled and there are many standing. This is a well used bus line that should not be cut.</p>
<p>I haven't researched this in-depth.</p>
<p>Considering these guidelines, I don't really understand why the part of the 355x going to the U-District is being cut.</p>
<p>It would be nice if there were at least an acknowledgement that deleting the 30 leaves NOAA employees in the lurch.</p>
<p>Metro is not prioritizing for predominately low-income and/or minority neighborhoods</p>
<p>I don't see how you used these guidelines to decide to remove my bus. There are little to no alternatives, for a good portion of the route, the bus is always full;morning and night, it doesn't duplicate other routes.</p>
<p>It's not clear why highly used routes are being cut when the alternatives are already overcrowded.</p>
<p>With the increasing of population and big businesses within the city, tax revenue will increase. It is ridiculous that bus routes will be decreased. The City should have more public transportation, not less.</p>
<p>including the 167 route in cuts doesn't seem to match the guidelines</p>
<p>Both the routes I would take are being cancelled, so there will not be duplicated routes and there are days my route is standing room only. So not sure how we were considered for cancellation. I can understand cutting the Dart route, but not the larger bus route.</p>

<p>All late night service to White Center is being cut, including even the busiest White Center route 120. This means that people who have to travel from White Center to late shift work or otherwise have to be out late at night will not have a way to get back home. We are not left with any alternatives to resolve this. I don't understand how Metro thought this was reasonable at all.</p>
<p>It leaves Wedgwood without direct service downtown without transferring. I do not see a duplication of services.</p>
<p>If you're going to lose riders (and I really don't doubt that will happen if routes are cut/reduced) that means you're losing those fares, which is losing funding.</p>
<p>I don't understand how this was applied to the 4. This route serves an underserved community, and it is busy to packed every time I ride (even at non-peak hours). We chose to live where we live based on ease of bus commuting, and that has essentially been completely mooted by the proposed changes.</p>
<p>You are cutting my only option and forcing me to incur more costs to travel 10 miles to another stop to still pay full fare, I don't understand how that fits in when the bus I take is always full both ways.</p>
<p>I'd like to know in detail what the numbers and results of the committee were. A one size fits all does not accurately work for this kind of assessment.</p>
<p>I don't see how 167 is among the lowest performing routes. It's so packed I don't even have a place to sit.</p>
<p>There is a large section of west seattle, where I live, where there is not easy access to the bus system. The western side of west seattle has no bus routes in it.</p>
<p>The 68 bus is frequently standing room only between 7-10 and 3-6. Cancelling that route seems astonishingly short-sighted, because this volume will greatly impact the 73 and 372, such that they will be packed well before they get anywhere near the university.</p>
<p>I don't agree with the guidelines. The guidelines, apparently, focused on expanding service to areas without it, but people who live in those areas did not locate there expecting bus service. People who live on historic bus lines often chosen where they live because of the availability of consistent bus service.</p>
<p>My bus route (66) is consistently PACKED with commuters to and from the UW, the Fred Hutch, Amazon campus, and downtown. It could use an extra bus or two of service in the AM. The proposed replacement will only add more UW students and employees to the already crowded buses, and will add 5-10 minutes to the route by detouring to the Ave and campus Parkway. That time difference eliminates any time saving I could have by taking the bus to work rather than negotiating traffic and parking.</p>
<p>This is not a Seattle priority so I don't expect to hear about changes that impact my ability to get around Seattle without a car.</p>

<p>Area doesn't have a high percentage of minority and low income residents but there are tons of kids who ride the bus to and from school, so many that I have often seen the 71 not stop because it is so full of students, leaving people going to work behind. Also all of the 71, 72, 73 buses are really crowded as they go along the Ave (University District), and even then the bus is always over half full taking people out of that area into the neighborhood areas. Also the proposed changes seem to just make the 71 route more like other routes, taking away what makes it different and so valuable to many of us users. The 71 is what allows me to visit my family for dinner or go snuggle with my cats when I really need it because school is stressing me out. Stopping the service at 7 would mean that I wouldn't be able to have the evenings I currently enjoy of going over around 2:30 or 3:30 pm and hanging out and eating dinner with a movie, to take the bus back around 9-10pm.</p>
<p>The 60 is the only bus that travels along 15th all the way to capitol hill, therefore it does not duplicate any routes. With the changes to the route, there would no longer be any bus that serves this purpose.</p>
<p>The 71 line is busy within the proposed areas to be cut. The proposed cuts eliminate my neighborhood, which is not redundantly serviced by other lines. Although my neighborhood (View Ridge) may typically be considered low-minority, high-income, this is an oversimplification: there are many students renting living space in the neighborhood who would be negatively impacted by the proposed cut.</p>
<p>Cancelling a direct route (1 bus) to having to take 2 buses doesn't not make any sense. I take the earliest bus (6:50am) and the latest bus (5:31pm) and they are always full.</p>
<p>My route the 113 is consistently packed with those commuting to the University of Washington for work and school. I didn't make sense when you cut the 131! If you cut the 113, there will be no direct route downtown for all these commuters!</p>
<p>My main route is considered one of the best routes in Seattle because it's so fast and comes regularly. It's used heavily and is always crowded, why would you choose to reduce this route?</p>
<p>Our entire neighborhood no longer will have bus service; the 51 route was cut, and now possibly the 57.</p>
<p>The 8 is PACKED along the route that you plan on cutting. The 8 doesn't go downtown; it goes to South Lake Union and Seattle Center. The revision to have the 106 going from Mt. Baker/the Central District to downtown makes no sense and will cause a lot of headaches for people who will now have to transfer to another bus downtown. You'll lose all ridership on that bus due to people driving.</p>
<p>This bus is full every morning (with commuters from West Seattle to downtown), but it still may be deleted.</p>
<p>Why are you cutting service during peak commute times? Traffic during peak commute times is already horrible.</p>
<p>There are so many changes it's hard to understand what the new route map will look like.</p>
<p>The late-night 49 is ALWAYS standing-room going from Capitol Hill to the U-District on the weekend. Cutting this service will increase drunk driving, and force responsible people to take expensive cabs.</p>
<p>There is no excuse for making West Seattle so inaccessible to public transportation. By doing so, you are exacerbating gridlock on the West Seattle Bridge, Highway 5, and 99, at a spot that is close to the city's epicenter of downtown.</p>

<p>Metro may be under the false impression that the Sounder train effectively services all south end commuters but that isn't the case. It would add another hour to my already long daily commute to take the Sounder from Federal Way. This isn't a viable alternative.</p>
<p>It does not duplicate any other service. It has many riders, buses always overcrowded It services hundreds of UW students and staff.</p>
<p>The route I ride is consistently packed, and connects poorer parts of the city with the business center and lots of services. Surprising that we are asking people with fewer access to alternative transportation options to double or triple their travel time.</p>
<p>There is no other transportation at that time of day. There is no connection to the bus in Seattle at 6:15 am. There just isn't. To say that there is other transportation available, when there isn't, is insane.</p>
<p>The real issue is money and everyone knows that. You can make up a lot of 'fancy' reasons but, it comes down to how can KC metro keep making a bunch of cash.</p>
<p>Why stop trips completely? Make it run hourly or something</p>
<p>Getting rid of any downtown Seattle routes is a horrible idea. Traffic will be worse and the buses will be even more packed.</p>
<p>It sounds like route 21 will be eliminated. 21 is a very high density route. I don't see the 50 making up for the demand in service.</p>
<p>I'm not convinced that current service on the island fits guidelines very well, particularly if you pay attention to the connections with the ferry services.</p>
<p>You are indicating that the 167 route is a poor performer. My bus is always full in the morning with mostly UW staff and students. In the afternoon it is at least 2/3 full. I don't understand how you can justify labeling the 167 route a poor performer. It gets a large amount of people to and from work and school, and it is a stable group of Metro customers.</p>
<p>Buses are already congested! You would cause more delays by removing lines.</p>
<p>Since route 193 is subsidized by Virginia Mason Medical Center, Swedish Medical Center and Harborview, I don't understand why they would be chosen for reduction in service. It makes no sense to me at all!!!</p>
<p>The 57 is packed at peak times and is the only convenient option for commuters on Genesee Hill, so I can't imagine how it could be considered underperforming except that all routes must be well-used</p>
<p>Because the 244 is so well used, and is nearly full most of the time, I don't understand how any of these points apply to that route.</p>
<p>I think Metro is just now asking for feedback from riders. Why was this not done systematically at least a year ago?</p>
<p>If these trips are deleted from the 121 route, there will be no alternative service to this area.</p>
<p>You make it sound good and you go through the motions of "involving" the rider in the "process" BUT you are not being honest about what your TRUE goals/ agendas Really are! Metro is working toward building a bare bone "system" so that it can continue to receive money but it no longer wants to provide service...Metro wants to have it both ways.... Get funding AND provide NO service!!!!!!!</p>
<p>I haven't personally analyzed the data</p>

Based on what I see on my routes you are not following these guidelines.
The buses are full. No sure what you guys use to determine this.
Route performance and travel times should not be an indicator for service cuts. The 242 is chronically late but it is far faster than any alternative. I work at Nintendo and do not have access to the fancy eastside corporate shuttles.
I don't know what the proposed changes to my route are.
Your priorities sound very nice, but I don't think they reflect the reality of riding a bus. Have any of you ever ridden a bus? I ride the 47 and 106 every day. In peak hours the 47 is very overcrowded and standing room only. The 106 is also full or standing room only. So I don't really see how you can call these routes low performing or duplicate services. You're deleting the 47, and moving the 106 route to duplicate other already existing routes on the other side of beacon hill -- most of which IS ALSO SERVED BY LIGHT RAIL -- and you're leaving only already unreliable bus routes 124 & 131, and even reducing service there to access Georgetown and south Seattle. These areas WERE ALREADY UNDERSERVED BY TRANSIT AND YOU ARE MAKING IT MUCH MUCH WORSE. The 106 was always the most reliable option, and you're taking it away.
It seems that the impacts of the proposed changes fall almost entirely on people that travel midday and at night, with not much change for peak commuter service. This is not fair to lower income families, as well as those who choose to be carless. If we as a region are serious about reducing emissions and offering alternatives to a car dependent lifestyle, this is a huge step backwards.
The text of the 193 change states that it will be more efficient if it doesn't stop in Tukwila. That stop can hardly add another mile to the route, given the park and ride's close proximity to the freeway. The cancelled 161 is packed full when I see it, but is being cancelled as under-performing. That leaves the only bus option from the Tukwila park and ride to be the 150 that gets nowhere near First Hill, and requiring a walk straight up said hill.
The 26, 28 and 40 are very to extremely full at commute times already.
Because eliminating the only route to an area during the majority of the day just doesn't make any sense. We already have poor enough daytime service on the plateau and this would eliminate all that we have.
You are cutting several routes in low income neighborhoods and leaving entire communities without access to the outside world. You taking one of the busiest routes in your fleet and cutting out 1/4 of it's riders.
My main route of 47 is always packed in the morning and afternoon commute.
I'd really like Metro to publish the data that it is using as the basis of the decison to delete Route 243.
Routes 312/306/522 are very heavily used. We already have packed buses with standing room only. Cutting service on these heavily used routes will affect more people negatively, and will lose revenue for Metro. It should be a priority to keep service high on routes that serve the most people.
Looking at the guidelines I fail to understand how this route is not necessary.
Because the proposed changes eliminate service to me neighborhood, after it has already been severely reduced when the 28 stopped going up to Broadview.

<p>You should add a guideline that your changes to do not leave an entire neighborhood without service. with your proposed changes for the 28x, if I live in Ballard, I have no more than a .5 mile walk to get to at least 2 different buses. Since i live in broadview, I have to walk more than double that to get to a bus. I doubt those conditions exist in any other neighborhood in Seattle</p>
<p>However well you explain them, the changes do not make sense.</p>
<p>Again how can you decrease the amount of service on a route that is full all the time.</p>
<p>The #47 bus has seemed full at the peak hours I've used it.</p>
<p>I think it is still Seattle focused, and not east side working/school commute focused.</p>
<p>I don't think a route is performing well if it is often so crowded it denies boarding to passengers.</p>
<p>There are plenty of riders out near Lake Kathleen, I say of half of the 7 trips out there have at least 5-10 passengers after Liberty High School</p>
<p>I don't think these changes are purposes by people who is really a transit rider or understand how hard it is now to keep just a minimum pay job</p>
<p>The guidelines were ignored, and the proposed routes were deleted and/or modified for political leverage.</p>
<p>my focus has been on the 26, but in seeing the proposed changes to the 131, Metro will make my commute such that I will be forced to give up the bus all together in favor of returning to driving.</p>
<p>The bus I take is always overfull, so I don't understand how it could really be underperforming</p>
<p>Route 8 is one of the most traveled routes in the city, and the primary feeder into south lake union from the central district/captiol hill/ madison valley area. Cutting the service down 23rd will eliminate any direct route to south lake union.</p>
<p>My bus is always full, both in the morning and evening. I don't understand why a full route would be cut.</p>
<p>I don't understand how you would consider cutting service for a route in which the buses are absolutely packed!</p>
<p>This is the only single route that would get someone to the UW without a transfer. The bus is typically very crowded in both the afternoon and evening. I often do not get a seat coming home in the evening. This bus can't be losing money.</p>
<p>The guidelines seem to exist in a vacuum and don't consider the needs of real human beings who ride transit 5-7 days per week. Throwing more buses at routes that already run empty does not encourage ridership. The number one criteria should be orca card taps. If you run a route and I tap my card 5 days a week, that is real human beings voting with their card early and often. There is a point when you make the service so un-usable that people start using it and it has to close down. Please don't let this happen.</p>
<p>Too much meaningless information on your site and nothing that gets to the point so I just skim your content.</p>
<p>Because they don't seem to take into account forthcoming changes to the neighborhood where service will be reduced.</p>
<p>It seems like the 19th Ave corridor is very well traveled; there are tons of apt buildings along the street as well as a low income clinic, schools and daycare. It seems really ill-advised to lop off this major portion of the route.</p>

the site said the route I ride out of town (143) was not a top peak performer, yet every evening I encounter full buses and see many other routes that are not close to full.

40. Please share any additional feedback you have about these proposals or suggest any ideas you would like Metro to consider. Ideas that help us minimize impacts and serve more riders, and that do not shift impacts from one community to another, while still making the necessary cuts, may allow us to modify this proposal before it goes to the King County Council for consideration.

Total Respondents: 1,138

Looks like you plan to cancel the Prentice loop extensions from the the No. & Rainier. When you do that you take away my ability to get from my Rainier Beach house to the outer world. My alternatives are to walk down to the Rainier Beach Commercial area to catch the No. 7 down at the terminus. Or I could walk westward up over and down the hill to catch the No. 106 that travels down the west side of this upper rainier beach neighborhood. I can't walk those distances. I'm 81 years old. I walk a lot but that is beyond what I can do.

And I realize that it's not just me that this situation applies to but also to all the other residents in this hillside neighborhood above the rainier Beach commercial junction. Looking at this territory on Google Maps I can estimate the number of houses that fall within the 7 Prentice service area. That swath extends from Rainier Avenue on the east to the top of the hill on the west. I estimate 560 houses. I don't know how many riders that produces but I suppose you can perform a calculation.

Attached is a map I downloaded to make this estimate.

If you are looking for alternative ideas here is mine:

What I don't understand is why van sized shuttles are never considered to circulate in the residential streets to gather riders and deliver them to the larger capacity buses headed for downtown on the arterials. That has to be less costly than using the large body buses to enter the neighborhoods as in the case of the 7 Prentice. It seems so obvious a solution I don't know why it isn't considered. Why can't Metro Transit and Sound Transit work out a cost share and employ shuttles to gather riders from the neighborhoods over to the Rainer Avenue bus artery and the MLK light rail artery?

<p>The Route 4 is highly utilized during the commuting hours and serves lower to middle income neighborhoods in Seattle's south-central area. These neighborhoods are approximately 5-10 minutes from Downtown by car, are medium density residential areas with a good deal of low-income housing, and contain a multitude of social and public services and amenities. Many depend on this route for daily commuting to work and school and transportation to medical appointments. Eliminating the Route 4 would create a hardship for these residents and encourage the use of personal vehicles. Eliminating the Route 3 is a viable solution to retaining the Route 4 since the Madrona business district, Route 3's east end termination point, is also served by the Route 2. It is inequitable for the higher income neighborhood of Madrona to be served by two buses connecting it to the Downtown core while the lower income neighbors to the south are expected to transfer or ride buses with destinations that are at the edge of the Downtown core, requiring a bus transfer to most locations. While retaining all bus routes would be ideal, eliminating the Route 3 instead of the Route 4 to achieve the necessary 17% service cuts would result in greater transportation equity.</p>
<p>Cutting bus routes that travel the same route does not necessarily seem fair. We need the option to get to our destinations with a quick frequency.</p>
<p>End the requirement in the ATU contract to have 10% of all routes driven by operators earning overtime. That single, commonsense action which would bring their working conditions into the norm compared to most workers would close much of the anticipated shortfall. As it is, it's just wasteful and I cannot support increased revenue with that level of waste.</p>
<p>I see bus service that is merely being changed or reduced on routes that duplicate down town service through critical parts of the city in one select neighborhood such as Madrona (#2 and #3) while the #4 is up for a complete elimination. I have literally waited at the University of Washington Medical Center and have witnessed 3-4 buses of route #43 run back to back often two at the bus stop with few passengers while a route #48 is delayed by 45 minutes arriving packed in the aisles stem to stern with passengers and the next one delayed another 45 minutes. I feel my neighborhood has the illusion of being well served but having used the bus I know better. These cuts make the 23rd Ave S stretch south of Jefferson even less underserved. You cannot consider the #14 useful for many. It is already overpacked at times, goes through the ID and ends up downtown. The #3 is going to be hell and for people south of Jefferson. Packed to the gills and refusing passengers as they try to board. This will be an unreliable commuter as a result and the reduced hours will not make sense for shift workers. It will make more sense to stop using metro and pay parking fees. Or, maybe just get the hell out of Seattle and let Amazon build their space bubble and run their own private shuttle service for their indentured servants who think they have it good in a their corporate planned community.</p>
<p>living in this area for 25+ years, this is the 1st job I have worked at that is serviced, functionally, by Metro. So out of 25+years, I have only had an option of using Metro, 3 years. With the deletion of 167 I will no longer have viable Metro options for getting to and from work.</p>
<p>Please don't cut the 66X!</p>
<p>GET YOUR SHIT TOGETHER AND STOP SCREWING OVER PEOPLE WHO RELY ON BUS TRANSPORTATION IN THE U-DISTRICT.</p>
<p>maybe the number 3 should be cut as madrona is already served by the 2?</p>
<p>While i may be able to deal with the cuts (i will switch to driving and biking to work), many lower income individuals will be disproportionately effected because they do not have alternative options. By maintaining and increasing metro service more people can ride the bus without the stress of an inefficient commute and we may prevent further traffic congestion with the growth of Seattle.</p>

How can we increase funding?
Finding any additional cost savings within transit staffing and operations in addition to asking for more funding will make it more likely that people would pass tax and fee increases.
1) I see empty buses marked "TRM" "EB", etc. moving through the city all the time. This seems wasteful to have buses going without riders aboard. Think about revising your policies there, too. There has to be a way to better align those trips with routes for maximum efficiency. 2) RapidRide is a great thought - but you're leaving cross-neighborhood trips in LQA in the dust. Seems unfair.
The 17 performed well. Metro reduced 17 and added the 61. The 61 saw lack of riders because it was always late or absent, how do you measure the performance of a non-existent bus? The 17s ridership is lower than before because you are reducing the amount of trips its makes. I routinely miss the last 17 from downtown to ballard in the evening and have to reroute by taking 1-2 more buses. I do not believe Metro had done their due diligence to evaluate current routes and make efficient changes accordingly. I would rather put my money toward something that will be used more productively.
Increase frequency during rush hour and less during off hours. Especially when going to the UW campus.
The trolley system being installed around town is a nice expansion to the current metro offering. But could the same value be provided by trolleys with buses? Trolleys are, I would think, more expensive and less reusable. But they offer great visibility into what the route is. Maybe just painting routes for important buses on the street would give more visibility to certain critical routes without the cost of a trolley installation?
The DART 930 and other buses I take have been invaluable in helping me to get around. I will never be able to drive and so Metro will be my primary way to get to my jobs, my school, to see friends and do errands. Access has a terrible reputation for having LONG rides, which would not always work well for me. Metro is convenient and allows me to get out of the house to be a contributing member of society. I hope that Metro keeps us (the disability community) in mind when making any changes to service.
Please don't cut routes, when the transit system becomes almost competitive to use it loses value to the riders.
Delete 208. Keep 215.
There is such a big population of people that need an express bus to the U district, for work or School, and cutting these buses will really interfere with a lot of people.
As a rider of the 308 I live about at the limit about where you can reasonably walk south to Bothell Way to catch a bus. In previous years Metro was planning to cut 308 service but scaled back the number of runs to eliminate the fringe less used times as a cost saving alternative. I would hope that this type of consideration was given to assist the residents of the area. If not I know a number of other riders who will be forced into cars. Even if they only drive to park and rides it puts more pressure on too few facilities.
All i want to say is if you cant incease service, please keep the same service. PLEASE DON'T REDUCE SERVICE!!!
#355 is almost always full, so I don't know why it is going to change the route.

<p>I ride the 7X most days. The bus is fairly busy, and always full of commuters from the Rainier Valley. If I were to take the 7 local my commute time would increase by at least 20 minutes each way, meaning my commute now takes an additional 40 minutes a day. I get frustrated to see the 7X on the chopping block when I often see 7 locals stacked back to back. 7X is a really good resource for those people who do not live close enough to a light rail station, and are trying to commute downtown in a fairly efficient manner on a daily basis. I live 7 miles from Downtown Seattle. It should not take me close to an hour to get to work by public transportation.</p>
<p>If cuts must be made, reducing rather than cutting is the preferred option. The 12 has had its "peak hour" commuter runs increased over the past several years. Not everyone uses the bus during "peak hours"; reduce those.</p>
<p>These changes are unfortunate and moving in the wrong direction. Mass transit is preferable to individual cars. Decreasing the availability of mass transit represents a community failure, and an inability to take effective and progressive action (not unlike the way the US Congress behaves). These changes will move Seattle backwards, making it a less desirable place to live and work. Given such a change, residents will also need to re-evaluate whether continuing to live and work in Seattle makes sense.</p>
<p>Getting rid of both routes 277 and 265 will make Houghton Park and ride useless. Are you going to close that Park and Ride? It would help if a bus route were added that went from Kingsgate Park and Ride or Totem Lake Freeway Station to the University District. But still, travelling that much farther on I-405 in the afternoon adds 20-30 minutes travel time.</p>
<p>The University of Washington bus routes should NOT be cut. We have a large number of students who cannot afford to buy a car while they are on student budgets. The students are all required to buy a bus pass called a UPASS, so they should have the benefit of bus routes to and from the UW!!</p>
<p>It is simple. Metro should be freely available and more routes should be added rather than reduced. At some times, using non-articulated buses might be more appropriate.</p>
<p>By changing my route you will add an additional hour to my travel time. I will have to use two buses making me have to catch a bus 30 minutes earlier to transfer at the TS to catch my bus so that I get to work on time. Where do you suppose that we park at the FWTS. Today if you get there after 7:00 there is nowhere to park. The only problem I see that Metro has is getting their drivers to arrive at the destination on time. I have already changed my work hours because the drive couldn't get to the scheduled destination and then when they changes drivers on my new route that driver haven't hit it scheduled time yet.</p>
<p>The 372 bus route is very popular and the ridership has increased so much that there are no empty seats by the time we get to the third or fourth stop on campus. There are ALWAYS people standing in the aisle and when the bus driver has to make a sudden stop, it's very unsafe. For the Seahawks welcome home celebration you seemed to be able to pull 50 extra Metro buses from somewhere - why can't you do that all the time to eliminate overcrowded conditions on every route?? My co-worker lives in Ballard and her bus, too, is overcrowded every single day. Have someone ride one of the buses for a few days and you would soon know just how overcrowded the buses are. People are left standing on the sidewalk because the bus driver can't get any more people on the bus in the evening! Inconvenient and unacceptable! More people will, once again, be driving rather than riding Metro buses!</p>

<p>The bus is already not the best option, but I ride it because I literally cannot afford parking at both UW and Seattle U. I would like to ride the bus more for other activities not related to work or school, but I find that getting around town and finding the routes that I need very difficult, especially in the moment. Rather than cutting service, it would be great to streamline the routes to be more like a subway system.</p>
<p>please increase the service. there are a lot of people use the transit to work, school, shopping, etc. route 36 is very important for all the residences.</p>
<p>With the current economy, more people are giving up cars and will depend on Metro. More service is necessary, not less.</p>
<p>Please don't delete the routes 71, 72, 73, or 74. I need those routes in order to get downtown the King Street Station.</p>
<p>Firstly, I'd like to ask a question--if "performance" based on number of riders, or amount of fare paid per trip on a particular bus? This might not be the right place for it, but I have to note that there is no option to choose in this survey for U-Pass cards--I'm not sure in which category that falls, and if it affects "performance" ratings at all.</p> <p>The second of the above guidelines asks if the route duplicates another bus service. The 167 does not, not as a single bus.</p> <p>The third of the above guidelines asks if the route has more riders or a faster transit time than alternatives. This is true of the 167; no one I know of rides another bus in the early mornings to get to the UW, unless they are in a panicked rush. Comparing the other trips via the metro trip planner, I see the alternative route is a half longer than the 167 route. I do not trust the traffic, though, and I rather think the trip would be longer than that.</p> <p>I truly think that the 167 route is invaluable to many people; I know some riders at my usual park and ride that have ridden that same bus for more than a decade, or so I hear. Perhaps instead of deleting the bus in its entirety, a few of the bus times could be cut? To my knowledge, it is only the first three buses that are usually full. The 8:14 bus is convenient, but is almost always half-empty, and if I recall, is already a shorter bus than the previous ones. In the afternoons, the 2:30 bus is the same, whereas the following buses are full. Perhaps this route could cut the latest bus in the mornings and the earliest buses in the afternoons.</p>
<p>I am just frustrated that route #25 is being cut. I strongly suspect that it would be better used if it ran a more regular schedule - once an hour is simply not enough. Metro drove it into the ground by running it so infrequently. I would take it a lot - it goes to 2 shopping center that I utilize as well as my gym - if it ran as often as the #43. But once an hour is simply useless. And when I am not taking Metro, I'm driving - adding another car to the road.</p>
<p>I'm incredibly upset that legislatures and voters are so short sighted and selfish to make us end up here.</p>
<p>Most of all I think those in control of regional transportation need to understand the importance of adequate bus service. Why don't all those making decisions about bus transportation try taking the bus, even just for a daily work commute, for at least a one month period. I think this would provide a very clear picture of the community's priorities. Except for the poorest of our population who cannot afford to travel by car, the rest of us will ultimately make that choice without safe, clean, adequate bus transportation. My only realistic suggestion is to have MORE RESOURCES provided. Anything less than that is merely a shell game in my opinion.</p>
<p>I hope you do not eliminate routes, which will cause a lot of inconvenience. Maybe reducing the frequency?</p>

<p>Route options to Magnolia seem perfectly acceptable during peak times. I am a little concerned about the relative paucity of bus service in the evening as I occasionally have to work until 9pm (or go out downtown and need to bus back). I assume the 33 would just add the Magnolia Village stop in the evening before continuing its loop, not that that becomes its only stop. If the latter, I would have to walk home over a mile in the dark after evening shifts.</p> <p>My biggest complaint about bus service in general is the difficulty getting back to Magnolia late in the evening (e.g. after a late concert). There have been several times where I have had to return to my apartment, fetch my car, and then return downtown to see a show because there was no late bus option. I certainly understand that it's probably not worth the limited demand, but our political leaders should be aware that this makes me (and no doubt others as well) occasionally unable or disinclined to spend time and money downtown. If I know I'm attending something later in the evening after work, I would much rather have a leisurely meal downtown than return to my apartment. Sadly, I guess the expectation is that I will call a cab instead.</p> <p>But kudos to Metro -- I know this isn't your fault. I'm glad you're taking a data-driven approach to reductions.</p>
<p>Please do not eliminate routes. I don't mind reduced service, like limited hours or more infrequent service. I will work around that.</p>
<p>Route 25 is used by many seniors such as myself. My walk to another bus if there is no 25 is made four times longer and up a very steep hill.</p>
<p>The city of Seattle encourages carpooling, yet they will be removing chunks of the largest resource of carpooling. This is counterproductive and will only lead to more pollution and more traffic.</p>
<p>I think it is unfortunate that no bus runs along first to the ferry.</p>
<p>Please have more 44 buses in the morning towards UW and in the evening towards Ballard. sometimes they are full and leave people behind. please track these closely!</p>
<p>You seriously need to tax the people who live in this city that drive everywhere and don't take the bus even though they have the money to. Accessible, quality, public transit should be a high enough priority that there are taxes to fund it. All the money that's being spent on that silly tunnel boring machine digging that almost totally unnecessary tunnel could have been spent making our routes safer for drivers and riders, building infrastructure that's stable before we expand. That'll be the downfall of this city- letting the foundation fall apart while you're building on top of it.</p>
<p>I have a car. I have a garage. If these cuts go into place I will drive to work, take up street parking that people from the suburbs count on, and have the same commute time since I live a few miles from work. But people in suburbs will take MUCH longer to get to work with my car on the road and with my car taking up parking. Sucks to be a suburbanite thinking cutting transit won't DOUBLE their commute time, because it WILL.</p>
<p>The issue here is not how long it will take me to get to and from my stop, etc. The issue is that the 3/4 route buses are standing room only as it is during peak hours, and you want to take away half of that? I envision my commute becoming even more daunting which causes, as the PR guy you have reading these knows, me to have a less than a favorable opinion of Metro Transit.</p>

<p>These seem like sane and responsible choices which are likely to have no or a mildly positive effect on my commute and many others going to similar places.</p>
<p>I am concerned that by deleting the number 4 route and relying only on the number 3 route to get to/from first hill and queen anne, that there will be an increase in the number of people left behind at bus stops and wait times for buses. Already regularly during my morning commute to Harborview people are already left behind at bus stops and my bus is regularly running late. With the changes, I fear that the amount of people using the number 3 route will increase to a level that cannot be supported because of the deletion of the 4 route and other changes of bus routes in queen anne and downtown. The buses routes to Harborview and First Hill carry a large amount of employees and patients. Cutting one of these routes will leave very little options for employees and patients to get to and from the hospital.</p>
<p>Please keep the services running as they are, or create new bus routes for more convenience. There is a need for these routes, especially the 238 and 372.</p>
<p>Not only do students depend on the bus service for their daily commute, but a lot of us use the these bus routes to for getting to shopping and entertainment venues.</p>
<p>We need all of our buses. Please stop building light rail.</p>
<p>Please consider how reducing buses will affect the Seattle traffic - slowing down traffic for everyone. Consider how cutting buses after 1am may encourage more drunk driving as people get out of the bars. Also, please keep in mind the rising gas prices and how decreasing routes will affect those already disproportionately affected by the downturned economy. Also, instead of just considering numbers of riders, I think it's also important in terms of equity to think about how the cuts will disproportionately affect certain communities. Mass transit is a very important service, both at an individual level and an economic level. It helps everyone.</p>
<p>Many employers get some kind of benefit (tax break for green certification?) by encouraging their employers to ride the bus. So, they give employees a benefit of a bus pass/ORCA at a free or reduced rate. If employers are trying to encourage employees to ride the bus, maybe they should put up some kind of cash for sponsoring a bus stop or route near their location or something like that.</p>
<p>As much as I enjoy the new technologies Metro has been implementing (bus arrival time displays, rapid ride stops with card readers, and new, fancy buses), perhaps these frills should be held off until Metro has stable funding. I'd rather have a shorter commute and rely on my smartphone for bus arrival notifications.</p>
<p>People like being flexible. You are cutting regular services and how late into the night they run. You have people working third shift jobs as well as people who are at events late. Running a couple buses late into the night, even if they are not regular, would still give these people (me included) an option.</p>
<p>Add routes late at night. It's hard to get out of downtown after midnight.</p>
<p>This route is an essential one that services several schools etc. I would rather see a reduction in both the 10 and 12 route rather than just servicing to 15th. As a rider of this bus, there is always someone on it until near the end of 19th. The route 10 is more difficult to get to from my place of work on the waterfront, and I have found it much less convenient.</p>
<p>See my initial comments.</p>

<p>I see bus runs sch as the 271 that run every 10 minutes almost all day long. Most buses are virtually empty. I see that there are some proposed modifications to that run but reducing the numner of runs is not part of the plan. Why run empty busses on 271 and reduce runs on the 232? Seems like priorities are not in th right place.</p>
<p>Why raise the car tabs especially for those people who faithfully use Metro. I know, that is a difficult one to control. That's why I favor raising bus fares and those who actually use the bus will pay for it. Also if you move the start place of a bus, be sure there is parking to accommodate the extra cars parked by those who have to drive further. Place in question - starting the 197 at the FW Transit Center instead of on 21st park/ride. The parking is packed early at the Transit Center already. More alterative parking spaces has to be found such as the vacant lot across the street (old AMC theater). It can be used until the city of Federal Way decides what to do with that space. Has this been brought to the table yet?</p>
<p>I have already said that I have alternate commuting options. I choose to take the bus because I believe in supporting public transportation, reducing traffic congestion and promoting a cleaner environment. Reducing bus service in communities where individuals like myself likely have alternate travel options is short-sighted. Rather than making public transit an attractive, viable option in an area of the county where a large number of students and professionals live, changes in service will only serve to further reduce ridership. Your service guidelines of 'productivity and social equity' are ones I support. If you alienate the riders who provide the tax-base to support public transportation, then you will have neither.</p>
<p>I understand the very difficult position Metro is in. It is frustrating that ridership is high and yet funding cuts are forcing service cuts. I would gladly pay an additional tax to preserve Metro!</p>
<p>Many people who ride the bus routes that are being eliminated will probably end up driving to their destinations rather than using alternate routes; as a result, metro transit income will decrease even more and will end up having make further cuts in the future. I understand eliminating routes that duplicate other routes but for those that don't, maybe some routes can be changed to include service to the same streets that are losing service. Some of these routes will be longer as a result, but maybe they can run less often to compensate.</p>
<p>Maybe decrease the number of runs made on a route, but do not eliminate it. I would be willing to adjust my schedule to continue riding Metro route 72.</p>
<p>Actually follow the guidelines outlined above. For 250: How well is the route performing compared to other routes? IT IS OVERFULL AT LEAST HALF OF THE TIME PERIODS BOTH AM AND PM. Does the route duplicate other bus service? NO If the route runs during peak travel hours only, does it have more riders or faster travel times than alternative service in the same area(s)? YES</p>
<p>The diversion of routes from the Totem Lake Park & Ride to the Totem Lake Transit Center are a huge problem. There are major issues crossing the streets in that area, I don't feel safe, and have almost been hit by cars as I've traveled from the transit center (freeway station) into the Totem Lake Park & Ride. Unless the bus continues onto 405 North (like 311), I don't see why it shouldn't go through the Park & Ride. 255 should go into the Park & Ride NOT the transit center stop.</p>

<p>I realize that the suburbs are a low priority on Metro's radar. The feeling seems to be that those of us who do not live in Seattle can damn well find our own way to work or drive further to get a bus. We've already seen the 311 route cut from Duvall to Woodinville, leaving those of us who live along the Woodinville-Duvall Road no choice but to drive to the Woodinville P&R. So when you're talking about community impacts, I guess it all depends on whose ox is getting gored and certain communities are far less important than others. But we do vote and it is going to be a hard sell to get us to vote in favor of taxes to support Metro if we are not getting well-served by Metro.</p>
<p>I am not sure what the ridership looked like while the bridge was closed on 15th two years ago for the 73 route, but I do not understand why the neighborhood extension is being eliminated and the whole route being moved to Roosevelt. Currently the 373X does not serve the UWMC community, whose shifts start at 7am and 7:30 typically. The first bus gets me to the UWMC stop at 7:05, so I am already late to work. If I saw that there was an adjustment being made to the 373X route to better accommodate the UW community, the loss of the 73 in my area would be acceptable, since the 77 can still get commuters downtown and the 347 would connect my neighborhood to Northgate for the 73.</p>
<p>The proposed plan will convert a 23 year dedicated Metro bus commuter into a driver and may require us moving our home closer to work in order to avoid an unnecessarily long commute.</p>
<p>I understand that the reason you are cutting #31 is the duplication of some of the route with #32. However, that leaves Magnolia and Interbay without an option to take a bus going "north" to Fremont, UW, and U-Village. Keeping the #32 provides yet another bus from downtown/QA area to the UW area. Downtown/QA area has many more bus options. Magnolia/Interbay will be left with one bus route going downtown. This area is full with students that use the bus to commute to school (SPU and UW). The cut in #31 will cause them to either move to more expensive areas, or stop taking the bus all together. I know for me it will cause me to stop taking transit and start driving to work -- something I was able to avoid so far.</p>
<p>The proposed changes to 372 serious impacts the communities beyond Lake City as well as the campuses in Bothell by reducing the runs to Kenmore much less Bothell campuses. To transfer to the 522 is not going to always be possible as it does not start to let riders off until 125th in Lake City and even then does not stop at all the metro stops into Bothell. Also it is too full to take on all the riders that have to transfer in Lake City from the 372 to go onto to Kenmore and Bothell. So if I don't get left behind on campus, I could be left behind in Lake City because the bus cannot hold anymore standing riders. I just wish that all the decision makers of these changes actually rode the community transit themselves. Just maybe then they might have more empathy of how government funds should be spent to support the community as a whole.</p>
<p>There are some places it's always been hard to get between, like lake city and greenwood (east-west routes in n seattle). I hope not to many of those get compromised. That and routes connecting northgate to the u district are crucial. The 71 as well. however many routes like the 67 have articulated buses where it really isn't necessary and in general I think bus size could be optimized better on each route. Cramming would be better than cutting routes in my opinion. I can stand no problem but I gotta get home.</p>
<p>To serve more riders PLEASE reconsider cutting all the routes you're planning on cutting. People around school are already late to class constantly due to late buses and overcrowding, cutting this would just further that. Not only that but if you cut routes it shows definitely that the Metro isn't bothered by the fact that it would further complicate people's lives trying to get to and from work who can't afford any other options. Cutting 17% of your routes would also be very detrimental to Seattle's "Eco-friendly" values. How can the city call itself Eco-friendly if we cut our community transit significantly--therefore, increasing the number of single-driver cars on the road.?</p>

<p>A bus service is intended to serve the community, whilst not entirely a public good, it should be subsidized by the government due to the nature of the operations. Failing government funds, metro can increase fares or negotiate more favorable large scale contracts with schools. I for one would not mind paying \$50 per quarter for bus pass (currently 25). Please don't let your poor financial performance affect the community you serve.</p>
<p>Consider social justice as you decide which routes to cut. I hope we can find a way to fund these needed services! I am willing to pay taxes for them, and I think others are, too.</p>
<p>i would choose to bike 12 miles one way if i didnt have a late night 26 or 28, and also as a UW student i think cutting the 31 or 32 would be a huge mistake if anything make them less frequent in off hours</p>
<p>The problem in that sentence is "while still making necessary cuts." Make ZERO cuts. You have a good system, tell Olympia not to #\$^k around and to keep funding what is a good system.</p>
<p>If you continue with the route changes specifically to Route 73 and all that it will encompass then you need to have more buses at the very least. I dislike the amount of time it will add to my commute and how difficult it will be to even use the route in the first place, but it will be infinitely compounded if you try to operate with so few buses.</p>
<p>Please refine the bus routes for efficiency and keep the same level of service as much as possible.</p>
<p>NA</p>
<p>I am really concerned about overcrowding on the afternoon/evening 372 as is. With the cut to 68 I don't see how this will work.</p>
<p>"Necessary" cuts is subjective position that our leaders are making. I would challenge those who are making changes to these services to use KCMetro as their primary means of travel, and to pay for the fare as a personal expense. I would request that populations (lower income, students, the elderly, vetrens) already struggling economically, and without access to services will be spared from severe cuts.</p>
<p>The elimination of routes will bring more traffic onto the 372; it is already standing room only at peak times, and some riders simply get left behind</p>
<p>Increasing taxes would be fine by me. Have you considered what Oregon is considering with a tax based on miles driven rather than gas consumed?</p>
<p>I'm not sure about the best way to implement this, but if there were a shuttle that served West Lake Sammamish Parkway near the Issaquah Transit Center to connect the neighborhoods and apartments along the Parkway to the Transit Center, the proposed alternate routes to the 271 would be more feasible. For me, the Sound Transit express routes would work fine except that I can't drive myself to the transit center, and the walk is both several miles long and rather risky - particularly after dark - due to the lack of sidewalks along the parkway.</p>
<p>No cuts should be made. Investing even more money in public transit will improve service, leading to increased ridership as people will realize transit is an effective alternative to their current methods of commuting.</p>
<p>Seattle needs to prioritize public funding of public transit!</p>
<p>The abuse of paper transfers is something I witness all the time on various routes. Many people get away with not paying fair simply because they've collected a transfer for every color. Moving towards the abolition of paper transfers would be a step in the right direction, as well as making it easier for people to get a hold of orca cards.</p>

<p>I know you guys have a terribly difficult decision to make and you're aware of how much this will impact your riders. I appreciate you taking the time to get our feedback. Seattle has to take a stand on Metro service and find a better way to fund it. We're one of the top 10 US cities, we have got to do better than a bus every 15 minutes (at best). I've lived in New York and San Francisco before, and if they can make something work for an average of a bus every 5-10 minutes, we surely can!</p>
<p>I would gladly pay an increased fare to keep my current service intact</p>
<p>The 73 bus is usually packed when it reaches me (relatively early in the route, at northgate) consolidating it with other routes seems unnecessary. Can't it perform on it's own?</p>
<p>N/A</p>
<p>I would be most impacted by Route 48 reductions. This is one of the few cross town routes and is highly valuable in creating a complete coherent system of transit throughout the region. Reduction in service is unconscionable - especially just when we have been touted as the first region to have more than 50% of commuters ride transit to work! Reductions in service discourage people from using transit in the future. Why? They go buy a car and then they use it for the next 10+ years to get to work. You'll be hard pressed to get those people ever to come back to transit once you lose them through route reductions. Get your heads on straight and do the right thing to encourage more transit riders - increase service!</p>
<p>I feel that it is a safety hazard to not have the routes going to the U district come as frequently as they do now. As I explained before I don't feel safe waiting for the bus and would like to get on it as soon as possible especially if I am waiting for the bus in the dark. I'm sure I am not the only student that travels alone and feels this way.</p>
<p>Find the money to fund public transportation. Seattle is the worst place for getting to work. What century is this? No adequate rail service and now you want to cut the already uncomfortable bus service too? Why am I living here that you should make it so difficult to get to work from Federal Way?????</p>
<p>At least have a route from Fremont that travels along Stevens Way in UW.</p>
<p>SAFETY FIRST - I really think that it is important to continue off-peak service during hours of darkness for safety reasons. I work in an area where there is a fair amount of crime (surrounding campus), and I would have to walk even further than I do now to get to late-night bus routes after work, later in the evening. The campus safety programs do not cover the areas I would need to walk - only the campus part of it and immediately adjacent, so there would be no point in me using them. Also, I really can't imagine reducing the 372 at all - I take that one at all times of the day, and it is never empty. Most of the time it is standing room only. Please do not reduce the 372's late evening times, as it only runs once every hour - and stops pretty early - as it is! Thank you.</p>
<p>The proposed changes cut all service routes to Wedgwood after 11pm. To aid in ensuring the safe commute of its patrons, at least one route to Wedgwood, namely the 65, should be extended to midnight service or later.</p>
<p>Sell more advertisements on the bus. Maybe the sign that reminds people that "it is a felony to assault the bus driver" could be replaced with an Amazon.com banner or a Starbucks ad. I doubt that very many people stop on their way to attack the bus driver because it has slipped their mind that this type of behavior is undesirable.</p>

<p>Your priorities aren't that good. You are planning on cutting a lot of service to the University of Washington. Metro sure did a good job of targeting a group of people that are part of our community but who may not be able to vote locally.</p> <p>I also think that your Mercer Island service is a joke. The Park and Ride is full by 7:45 AM. After the proposed changes, I think that Mercer Island will be served by 2 Metro buses: the 204 and 216. Way to put 22,000 tax paying residents on 2 buses that probably make less than 15 trips a day. Way to help us with a Park and Ride that is full of people from Bellevue, Kirkland, Renton, and beyond. Your ability to serve Mercer Island is truly amazing. I hope you win an award for this amazingly bad service. I hope you like taking the tax money from 22,000 residents and giving us nothing in return. You guys are a bunch of clowns.</p>
<p>Cutting both the 68 and 67 decreases the service to NE Seattle and the UW. The 68 is a heavily used route and helps to decrease the number of cars going to University Village, an area that is always congested. I depend on the bus to get me to and from the University of Washington and NE Seattle and those buses are well used. I do not understand why Metro is removing routes that are well used and serve areas that have heavy volumes of traffic, as fewer buses will mean more cars. This move will cause us to go backwards in transit rather than continuing to move forward.</p>
<p>Unfortunately I don't have specific ideas. It's hard to make recommendations without thoroughly understanding the budget, the broad service options, etc. However, I sincerely wish legislators would prioritize mass transit solutions that get better, not worse. This area's population is booming. Housing in Seattle is getting strikingly expensive; we, like many families, are considering moving farther away from the city due to housing costs. Transportation options are one of the factors we're considering since we'll still need to commute to the city. The idea that service will be decreased, rather than increased, makes me afraid to move away from the city, yet I can barely afford to live here currently.</p>
<p>We need more route and more frequent buses, not less</p>
<p>Don't cut the 30, 31 or 68 :(((</p>
<p>It would be nice if this route was reduced in trips rather than eliminated altogether. I would expect that the 1:30pm and 2:30pm trips from the U district to Mercer Island contribute significantly to its under-performance.</p> <p>Generally, I would prefer to increase funding to Metro rather than service cuts.</p>
<p>Although it would be shifting costs, I think that increasing the cost of the Husky Card portion of the pass as an automatic part of tuition would be a good choice. People could potentially elect out of it if they really plan on using no bus service, but the people I know use the bus a lot and would be willing to pay more for the continued convenience and quality of service.</p>
<p>Route 167 has way too few buses as it is. I would love to see more 167s coming a bit later in a day. I believe that eliminating it completely will be a great burden on many riders, because that bus is always full (and it's a bug bus too!). It is already hard enough to commute out of Renton. If this route get cut, Sound Transit is our only hope as commuters. Otherwise it makes more sense to drive.</p>
<p>Require King County Council members to give up their cars so that they rely on the same transit routes they want to cut and the rest of us depend on.</p>
<p>Given the additional concern for minority and low-income residents, many of who are forced to heavily utilize medical services and may be of limited mobility, expressed by the Metro service guidelines, more priority should be given to preserving routes that directly connect such communities to the major medical institutions in Seattle. I believe the section of route 60 between Capitol Hill and Harborview Medical Center constitutes such a route and should thus be retained.</p>

<p>I worry that the riders that are served most in the wee hours of the morning may be the riders less able or interested in providing feedback. Is the survey and the efforts to illicit feedback truly gathering information from a diverse and representative group of riders? I hope so.</p>
<p>Please do not seriously consider removing this route at least until the UW light rail station is opened in 2016. The transfer in downtown from bus to light rail might be a reasonable alternative at that time, or taking the light rail from the Sea-Tac park and ride to the U District since the length of the commute would be comparable to current travel times by transit.</p> <p>Currently, there is no serious replacement for service from South King County or the Eastside (south of I-90) that would make this commute reasonable by transit if Route 167 is deleted. I can always hope that maybe Sound Transit would also provide another route by bus, since they seem to be headed in the right direction with handling transit as opposed to cutting routes.</p>
<p>If the 67 is cut, I suggest snaking one of the 71/72/73 busses over to Roosevelt then back to the Ave so that people living west of the Ave could have a bus to take. In fact, 71, 72, and 73 could be sent down different North-South arterials so as to widen the field from which people can ride them to the UW.</p>
<p>Feel that you could get rid of 67 or 68, but not both</p>
<p>My new bus stop will be much farther away. This is annoying for me, but I'm more worried about the effect of the deletion and changes to 31 and 32 on businesses on Stone Way and in Wallingford in general. This area is attracted more and more businesses and cutting routes in this area could harm it economically.</p>
<p>Please consider the particular situation the folks in west seattle have to contend with. Please consider making better use of the Admiral to downtown direct route and the park and ride that is located below the spokane st viaduct, near Chelan cafe.</p> <p>Or at the very least consider having the C line go the other way as well. From the junction to admiral and then downtown. These proposals do nothing but make it significantly more difficult for folks in north west seattle to take metro as a form of transportation. Oh and another thing, is Metro becoming a commuter service only for those with a 9-5 schedule?</p>
<p>I feel the need to point out that the Link Light Rail is still not an effective system for most purposes. If these cuts were coming after the Link had opened up the Capitol Hill stop and the UW stop, the cuts would be at least a little more palatable, but staring down several more years of bus cuts while this inefficient and basically truncated system gets off the ground is getting more and more difficult.</p>
<p>I think it makes more sense to keep the 31/32 on Stone Way because many people get on there. Also, during times when the busses are too crowded to pick up all of the people who want to ride, the larger accordion busses should be used.</p>
<p>Our 167 bus is nearly always full, often with standing room only, during the school year. This is a lot of displaced riders.</p>
<p>If your cuts are coming from your routes running poorly, your priorities are garbled. Refocus your routes to serve areas better rather than cutting them for being ineffective.</p>
<p>please leave route 30. I am a student in UW. I need to take this bus to home everyday. If bus 30 were canceled. The Upass is useless for me. we should never been charge 79 \$ per quarter. since lots of route will be cancelled.</p>

<p>The connection between 372 and 308 at Lake Forest Park Town Center has never been good, especially in the afternoon. The 308 takes me within walking distance of my home, but the the 331 would be too far to walk. I found the existing 331 connection with 372 to be equally bad. In both cases (minimum 15 min. transfer wait). Driving to Kenmore park&ride is inconvenient for most people in Lake Forest Park. If service on 308 is cut, a park&ride at LFP town center would be an ideal solution.</p>
<p>How does changing/deleting more than ten routes to one community, Federal Way, not inherently cause more impact than other communities? How many other communities are having ten or more routes impacted?</p>
<p>I understand the reasoning that the funding is ending. However, I find it absurd for the city to continue approving new building projects that will increase population in areas served largely by busses if those busses are going to be too full to get on during rush hour and busy times. If the funding for the busses isn't there, don't feed another piece of the puzzle making the problem worse.</p>
<p>When I first moved here in 2010, my route was the old #14, which ran from Summit through downtown, and into the International District, before turning into the 7. Now that has been split into the 47 and the new 14, which are in NO WAY a good replacement for the previous route. The most useful route for me was already cut, and now more changes are on the way. Great. Really looking forward to this next round of cuts.</p>
<p>Another way in which reduction in the service hours may affect me is getting to the airport by public transport. Since I take the light rail then bus to get home from the airport, such change can affect the range of flights I can take, which in turn would mean several tens of dollars - at least - for each air trip from reduced number of flight options / having to use shared ride or taxi to get home after an evening flight.</p>
<p>The bus 72 should not be cancelled. It affects people living in the wedgewood area a lot. One hour between two rides is fine.</p>
<p>It's the 21st century. Expansion of public transit in a community confined by geography (lakes and bridges) is more than overdue.</p>
<p>Support the new King County transportation plan.</p>
<p>Instead of cutting routes completely reduce the number of buses during times that least amount of people use that route. Delete any routes that overlaps more than 80%. If really decide to delete routes, change other routes that it is possible for people to still get to their destination with buses.</p>
<p>If you decrease and modify the routes as is currently being proposed I will have no choice but to drive. I thought the city of Seattle and King County as a whole were trying to decrease traffic and increase public transportation use. I already find it difficult to use public transportation because of the inconvenient scheduling of some of the routes, but I do my best to make it work and do my part to stay off the road. I would no longer be able to do this. It would be literally impossible since 2 of the routes that I ride often (26, 32) would be going away, another one (31) would be shifting it's route and others would also be shifting their routes away from me. I find it very interesting given the amount of dense construction that is going on in the Fremont/Wallingford area that bus service would be decreased to these areas. To make matters worse, many of these new buildings have no or limited additional parking. People would have to own cars, but would have nowhere to park them.</p>
<p>Please impose more tax on gas and use the fund to promote public transportation.</p>

<p>Remove seats and have more people stand. On my main route, buses are already full at peak times. Cutting buses means more crowding, and an increased chance that I will have to wait for a later bus. No good!</p>
<p>Please do not delete route 4. It is a very convenient route for people living in the central district. If you increase/double the number of times the 3 runs its route then it's essentially the same amount of effort as having a 3 & 4 route. Removing route 4 will make it more difficult for people who live south of Jefferson Street.</p>
<p>already mentioned in the feedback</p>
<p>Could we not combine route 73 with the other routes and still keep it but have it come less often than before, like once an hour compared to 2? Please !</p>
<p>Please do not cut small routes like the 50. You already cut the 39 and turned it into the 50 which does not provide service to Downtown. I use to count on that a lot to safely get home to Seward Park. Now I have to take the 7 at night and that can be dangerous. I hope you do help those who live farther away from Rainier Avenue in the South End.</p>
<p>Don't change or especially delete route 68. It will negatively impact my life and the lives of those around me in a drastic way.</p>
<p>Would it be possible to simply increase the delay between buses on the 277 route. This might cause an inconvenience for the current riders but it preserves a fairly quick bus route between Kirkland and UW for many riders.</p>
<p>I take the bus past a hill covered in mansions in order to get to my job - maybe ask them for some money to shore up public transit?</p>
<p>You are a the ones causing your money issues, not me. Raise bus fares, scale back the salaries of your over paid CEO's but DO NOT increase our tax's of the general public WHO DO NOT USE the bus or vehicle registration costs or you will pay the price dearly.</p>
<p>Can you keep some routes but have the bus come less often?</p>
<p>Find funding and do not cut buses - I suspect many Seattleites would be happy pay a little bit more tax for a couple buses for a couple years.</p>
<p>Take money from the legalization of Marijuana sales tax and use a percentage of that to increase bus routes. The city should benefit from marijuana sales enough to divide the money to different government proposals throughout Washington state based on the amount sold in each area.</p>
<p>Do not cut peak commuter express bus service for anyone in any region at all. If cuts are needed, cut the almost empty neighborhood "milk run" and late night buses. If riders are concerned about getting home late in the evening encourage them to look at a car/ride sharing service e.g. Car2Go or UberX for these trips. It seems counter intuitive to cut service many people depend on to maintain under utilized service. To determine which routes to cut, take the approximate cost of running the bus from the fares collected on the route, keeping those with the best "margins". What happens if the fare is increase by \$.25 or \$.50 and/or a slight sales or property tax increase. Will this "close the gap" in a less disruptive way? I would not recommend a gas tax because busing and driving are often considered substitutes and those driving the most are probably busing the least and don't benefit from bus service beyond the previously mentioned positive externalities.</p>
<p>Get rid of the workers who just stand at the stops and scan orca cards</p>

<p>95% of the people riding the 71, 72, and 73 are getting off in the U District (at the University). If there was a bus that ran more frequently to just those stops (perhaps stopping at 45th), that would be ideal. I know that the Light Rail opening in the U District will almost make the 71, 72, and 73 obsolete, but for now, it's essential to keep these buses running, and frequently. Even if service is cut in the middle of the day and at night, it shouldn't ever be cut during peak hours, or there will be a whole lot of very, very angry people who can't get to their destination.</p>
<p>It always surprised me that the route 5 for a considerable distance would stop every 5 blocks. Why not space out the stops a little bit further to reduce transit time and free up buses for more trips? Make sure that stops are centralized for buses heading a similar direction? This might reduce the impact of less trips. For example, I live in Greenwood neighborhood; when heading North from downtown I can take the 5,355 or the 358 if I wanted to walk a little further. The schedule could reduce number of trips but stagger times on the routes and have them follow a similar route from downtown. Then riders could still have a ride home but make a choice if they wanted to wait longer for a closer route or leave sooner. Suggestion: Create more of a spoke and hub system for downtown. Have buses downtown that made a specific loop of the downtown area and drop riders off at hubs that are specific to a geographic area. A hub for North Seattle, a different one for West Seattle, etc. This would allow the specific routes to not get caught up in the downtown congestion and be better able to service the neighborhood while anyone at a stop downtown would be able to catch the next downtown loop bus that would stop at all of the hubs. Suggestion: I am sure there are liability reasons why this won't happen but it would be nice if drivers could let passengers off at locations other than a bus stop in a very specific circumstance. Frequently we come to a busy intersection and get stopped at a red light a block or so away from the stop. We are waiting there for 3 minutes or so until we can move forward to the stop. The bus is crowded and it takes time for people to get past others just to get off. Others get on and the light has turned red again so we wait another 3 minutes never moving more than a block. What if passengers were allowed (not required) to get off when the bus had just stopped for the red light provided the exit was to a sidewalk. Then when the bus pulled forward, others would be able to get on quickly and most likely we would not have to wait for an additional light. This would also free up some time for additional service.</p>
<p>Please don't shift all of the 71 buses to the morning and the afternoon, it makes sense to still leave some for the weekends and evenings, because people want to use them to get from North Seattle to Capitol Hill and the downtown area for recreational purposes.</p>
<p>either cut frequency on 75 to keep 30, or add limited runs to 74 that go in the opposite direction: to NOAA building 3 in the morning and Downtown in the afternoon. Also add voluntary fee program, or make less crowded routes or less used routes a bit more expensive, or try making trip cost proportional to distance.</p>
<p>I was delighted to discover that I could take a bus too and from work, even though I live in the far north of King County. As it is, I separate arrangements for my morning and my evening commute. Additional transfers, which inevitably means additional time, will make it much harder for me to be able to continue using the bus. It's really disappointing.</p>
<p>Why would you cut so many buses to the University? Just run them less often when the students are in classes and run them more often during peak times.</p>
<p>At the meeting this fall, several people proposed having metro funding determined by people in the metro area rather than in the state legislature. We need this in Seattle. As a person with disabilities, my ability to finish school and ultimately to work again depends on the availability of bus service.</p>

<p>Rather than cutting routes, metro and King County should be promoting ridership. Public transportation should be funded in part by individual vehicle fees. Seattle historically has had excellent public transport. These cuts will be a sad commentary on the priorities of our community.</p>
<p>I would like Metro to look at how many bus passes are purchased by the UW students and staff. The UW has stepped forward to support Metro over the years and now it seems like Metro is slashing service to the U District.</p> <p>I hope the proposal passes, but if it doesn't, I hope that Metro takes a look at the large sponsors in the area and tries to keep as much service to them as possible. Regarding the 355, that bus is packed every day-usually standing room only. Many of my colleagues who live in the north end use that route to commute each day.</p> <p>Thank you. Metro</p>
<p>Losing both the 48X and 355X is difficult. Maybe there could be an express route that was something of a compromise between the two (that goes from Shoreline down Greenwood to the UW for instance).</p>
<p>I agree that many bus routes, even those I use are duplicates of other routes and need to be reduced or cut. However, this particular route is the only one I can take that does not increase my travel time by more than 1 hour.</p>
<p>See my suggestions in an earlier question.</p>
<p>It seems to me that funding for public transportation should come from additional sources, for example, from the investors (like Paul Allen) in the buildings going up in South Lake Union and along Dexter. Certainly those owning the buildings would like to make getting to them easier for workers, clients, and customers, and at the same time reduce the need for additional parking spaces.</p>
<p>Perhaps Metro needs to figure out how to manage their budget better. I already fought for you just two years ago to keep my bus route. It's tiring to fight every 2 years to keep my bus route - one reason I moved to the area to work.</p>
<p>What exactly have you got against the University of Washington? Why are you cutting half of the routes that service the U District? How are the over 30,000 employees of the University expected to get to work? Are you thinking only students take transit and they can move to campus? I cannot afford to move closer to the University and will not spend four hours commuting each day. Your cuts are NOT equitable or covering the southeast part of the county fairly.</p>
<p>The 271 is a very popular route. If it no longer goes to Issaquah, Sound Transit will need more busses which just switches the cost.</p>
<p>Compared to other major metropolitan areas that I've lived in, the mass transit system here should be grown rather than cut. This is especially considering the growth going on in the city and the fact that traffic is already very bad. Incentives to ride the bus rather than drive a personal vehicle should be increased. Looking for funding sources within real-estate development is another option that should be seriously considered and attempted. Long-term, cutting our mass transit is heading in the wrong direction for a sustainable and equitable city.</p>
<p>Please do not cut/change the bus route 73. We live in Shoreline and need bus route 73 to commute to school (university of washington) and work (in downtown). We would like to have route 73 extend further north in Shoreline, instead of cut the route in Shoreline. If the route segment in Shoreline is deleted, it would be very inconvenient for us and we are strongly against that.</p>

<p>Hopefully you are controlling for people who manage to skip paying the bus fare, and records/funds lost due to broken Orca card readers or coin machines.</p>
<p>Cutting metro so severely will prove to be a very big mistake. No matter how cautiously executed, 17% is huge and will be detrimental to a lot of people. Boo.</p>
<p>Eliminating the route 55 and extending hours for the 56, possibly running just a 40 foot bus for the 6 pm onward runs, would make it usable for me. Otherwise I will be forced into a car, as two transfers and travel times greater than 90 minutes including said transfers just aren't acceptable.</p>
<p>I think Metro has thought of just about everything they can do with very little money.</p>
<p>Work with the appropriate parties to raise more funds for transit by adding taxes to gas and put that money towards transit. Driving one's own car is a privilege and all of the people traveling alone each day are causing terrible traffic & pollution that affect everyone. De-incentivize driving by making it more expensive. I own a car and use it for travel on evenings/weekends and I think drivers (including myself) should have to pay a bit more than they currently do.</p>
<p>The King County Council must find a funding solution.</p>
<p>I think public transportation should be increased not decreased. The allocation of funds by the county government is poor if they are not investing in transportation.</p>
<p>Please save as much bus service as possible.</p>
<p>As I stated before, it would make sense to devise solutions that penalize people who do not use buses, but choose to drive instead, rather than penalize people who are using the buses. Cuts like these are hitting the wrong people--the people who can afford them the least. Cuts and the proposed taxes are both regressive. It's kind of disgusting and makes me want to leave Seattle altogether.</p>
<p>Please keep route 113 - this is the only bus near my house. Many people take it and depend on it to get to and from work. There are 8 total runs of this bus daily; the hours do not fit my schedule, but I'm trying to make them work. Getting rid of the route altogether leaves me with no real options but to buy a car and either commute downtown or drive to a park ride.</p>
<p>Institute a country-wide awareness campaign that emphasizes the importance of public transport, for both economic reasons as well as environmental ones. Invest in better transportation infrastructure, and make sure that people are able to foresee the advantages of such an investment. Trust in the intelligence of the citizens.</p>
<p>Riders from UW pay for their bus routes on a quarterly or annual basis. It seems that King County does not put any priority on routes that serve a consistent funding source and consistent source of riders. Many of the buses serving UW are being reduced or eliminated. I take the 167 bus every day. It is important to the riders (who live in Bellevue, Renton, Newcastle, Kent and other locations). Metro needs consistent funding. UW riders support Metro. I support Metro. Non-riders should support Metro. It keeps drivers off our already congested roads. Metro provides a way for people to get to WORK and SCHOOL. It is an essential service. Please find funding for transportation (including Metro), including car tab fees (\$60), small sales tax increase (e.g., tenth of 1 percent), and possibly modest fare increases (e.g., 25 cents).</p>

<p>I am particularly concerned about the routes between Pioneer Sq and the University district. Cuts and changes to the 70s (70, 71, 72, 73, 74) 66x, 67 will have a profound effect in peak transit times during the school year. The International District station facilitates transfer from the Sounder to the University District. The morning buses are so over crowded and packed beyond comfortable standing room to the point of very often passing up riders in other downtown bus tunnel stops. This is problematic primarily between 6-9am. The reduction of routes narrow alternate routes and create fewer buses on these already over crowded routes. These routes do not need to be increased year-round, rather the route could be increased during the school season.</p>
<p>I can't compare route 167 and 197 ridership with route 271, but it seems like there are about 2 to 4 times more 271 buses than the others. I see 3-4 271s pass every afternoon when i'm waiting for my 197. Perhaps that is too many buses going to the eastside and too few going south.</p>
<p>If 304 has to be cut, some of the current riders could take the 355 if you add more stops on Greenwood north of 145th St.</p>
<p>You guys are making a huge mistake by cutting the 167 route completely. This is the route that all the UW students, UW staff and UW medical center staff from the Eastside (Renton, Maple Valley, Bellevue, Newcastle, Factoria) take. By cutting this route, riders will either be forced to take the 111 downtown then transfer OR the 560 and transfer to the 271 to UW which is already at its maximum capacity on average. Especially from 7:00-8:00am and 3:00-5:00pm. Instead of cutting the whole route, reduce some of the time slots. Please re-think again.</p>
<p>When the UW is in session, the 48 route is uncomfortably packed with riders between 8-10am and from 4-7pm. The bus driver is routinely compelled to ask riders to move to the back, often when there is no room remaining. It's an unpleasant and uncomfortable ride with people standing in the aisles packed in like sardines. I can't imagine why Metro would eliminate the 48X route in this situation. If anything, more buses should be added at those peak times.</p>
<p>Currently, Metro is not a cost-efficient or convenient option in Seattle. I walk almost two miles to work because I cannot afford to pay \$15 a day in parking. Using the bus each day to work costs me almost \$100 a month, and much of the time the bus is too full to take on the number of people that are waiting at the bus stop. And on top of that, buses frequently run very late. I understand this is a complicated problem, but cutting bus routes will only make it worse. I believe if Metro was more cost-efficient and was able to meet the demand and expectations of the public, people would utilize it more, rather than resorting to their cars as an easier option.</p>
<p>Bus routes around the UW are very crowded during peak hours. I am passed by full busses on a weekly basis. Many of these "riders" are students who are only commuting a few blocks. Yet they cause riders who need to commute much farther to miss busses and have long wait times. I suggest you start a rider education program around UW to encourage more local students/staff/faculty to walk and leave spaces available for long distance commuters. Or partner with UW or the U Village shopping center to develop a local shuttle bus system to relieve overcrowding for the long distance routes. Or make certain outbound routes "board-only" for several stops past the university. I am especially concerned about the elimination of the 68 line because that relieves a lot of the crowding on the 372. I am worried that I will have to significantly adjust my work schedule and/or will miss spending time with my family and children because of the overcrowding that could be caused by the proposed changes.</p>

<p>I'm concerned about the cuts. I've been riding the bus to/from work for the past decade. In the past two years, I've noticed that the bus can no longer stop for the last two stops through campus b/c the bus fills up with riders at the UWMC/fountain/medicinal garden stop at UW. I'm concerned that Seattle Metro will continue to lose riders due to lack of service. One co-worker bought a car after commuting by bus for the past 10 years to fremont b/c of poor seattle metro service. A number of other co-workers traded in their bus passes for bikes or carpools.</p>
<p>Think about the message you are sending to bus riders. We don't want to pay more on our tabs for something that already doesn't work well. We will just go back to driving, because it is much more practical. Please take some more consideration before making cuts or deletes on routes that working riders depend on. Thank you.</p>
<p>I ride on a very popular bus line which appears to have limited cuts. However, I do use transit in general to get around the city. I don't see it impacting my life for work commuting beyond maybe a more crowded bus, however, it will be considerably less convenient during non work hours.</p>
<p>We need more frequent trips on fewer routes.</p>
<p>Please consider those of us with mobility limitations who need to get to the bus stop and our destinations.</p>
<p>With all the building that is continuing in Ballard, I think cutting the bus routes further is going to make riding the bus from Ballard to downtown even more of a nightmare than it already is. I think it'll be important to consider future riders as well as current riders in certain areas where there is an ongoing influx of people - like Ballard.</p>
<p>Serve the I-5 corridor, literally, the I-5 corridor.</p>
<p>Tell the Powers That Be to fund transit. They haven't got a clue how bad it will be if that many bus routes are taken out of the transit system. They are idiots.</p>
<p>Could Metro sponsor a site or a petition that would allow transit riders and other concerned citizens to send messages to the legislators of the State of WA to support transit issues?</p>
<p>People with disabilities or medical conditions that are trying to continue working and staying off of disability need metro services. If you are unable to drive and do not have a disability service of family member to take you places, your quality of life and health deteriorate and strain the system.</p>
<p>You already stopped 266 & now 250. My route is always full.....SRO.....how can that be cancelled for low ridership?</p>
<p>Please do not reduce service on the #8 bus along Madison</p>
<p>The buses make this city liveable and that is true whether you drive or ride buses or ride bicycles. If a proportion of those with bus cuts go to cars and require parking then this is a problem for all of us. This impact should be more explicitly discussed. ie average driving time increase , etc.</p>
<p>Please find a regular funding source. I am tired of the cycle of emergency, temporary measures and the threats of pulling my route.</p>
<p>With any tax increase, it would be good to assure the public that once projected needs are met, any surplus revenue gathered would be returned to the tax payers.</p>

<p>Currently the 277 operates on two schedules: one while the UW is in session and one while the UW is out. I propose that instead of completely cutting the 277, operate it on the reduce schedule year round. This will keep the commuters happy since we tend to take the earlier/later buses anyways, but also delete non performing times.</p>
<p>Charge variable routes. The 113 is robust, full, route. There is lots of demand, and limited options for those people living in the area without a car. Opting for the 120 will create longer commutes, and more cramped rides. I am SURE the people of the 113 would gladly pay a premium fare price to continue their service.</p>
<p>How about some express buses from University of Washington to West Seattle Junction (rather than White Center?). 133 was convenient for me but would be happy with anything that bypassed downtown to west Seattle. I'd take another bus to White Center from Alaska or Morgan Junction - no problem. So many more people moving to West Seattle as it was cheaper than Ballard, U District, etc. although quickly that is changing.</p>
<p>Unfortunately, I can't think of how to reduce these cuts. It is just disheartening to see routes deleted and service reduced when things like bike lanes up steep hills (that cyclists don't use) are put in.</p>
<p>With the cuts, I am concerned most with the space on the buses and that they will fill up quickly. If that was to happen, many patrons will not be able to ride the bus if additional buses weren't put into use.</p>
<p>Do not cancel any routes!</p>
<p>Canceling 20 routes that serve UW seems insane to me. The 372 is already overflowing and drives past large numbers of waiting passengers on a regular basis. I do like the proposal for increased service on the 372, though, since I work at UW and still need the bus service on nights and weekends even when the students are not in session.</p>
<p>If the Metro could partner with the city and or county to invest in rider safety, both at the stops and on the bus, I think more it would attract more in-city riders. There are many great drivers but also many indifferent and even sadistic-seeming drivers (you should let a pregnant, elderly, or disabled person sit before hitting the gas) and when you add that to the crummy bus stops and the invariable harrassment riders deal with on the bus every day, riding the bus can fill a person with dread. Reducing routes will just add to wait times, create more buses crowded with angry people, and more tension for the driver and passengers to deal with. If there is a way to invest in your service and make it even remotely bearable for a normal person, it may add ridership. I commute via metro because I have to, but try to avoid it for other trips.</p>
<p>As more businesses are added to South Lake Union, I'd love to see more buses that travel to and from SLU</p>
<p>I would like to be able to take transit directly from my residence to work. But when routes are so drastically cut to where there are only a handful of runs during peak hours, AND I have to walk at least half a mile to the stop, I am forced to find alternative ways to get to the bus. Therefore, this means I am taking less transit. It appears all these cuts are making it more difficult for people to take transit, and therefore you have less ridership which is hurting your revenue. Interesting how that happens....something to think about I guess. (Continued annual cuts are really making me think about moving out of the county...been here my whole life but is this daily headache really worth it for me? I wonder how many other people feel this way.)</p>

<p>Please cut off route 73 at Northgate and ignore the riders in Jackson park, Olympic hills and along 15 ave. This completely reduces our options to get to UW campus and downtown.</p>
<p>By eliminating routes 67 and 68 simultaneously you are leaving without options the area north of the University District that need to get to the UW Medical Center</p>
<p>Clearly Metro did not follow its own guide lines for cutting route 205 and 202 from Mercer Island. Another example of poorly running Metro.</p>
<p>Don't understand why the Eastside is always a target for bus reductions. Is this political?</p>
<p>King County should be investing more in public transportation, not less. I can understand that there should be more of a reassessment once light rail is functioning in the Seattle Metro area heading north. But cuts like these are only going to encourage more people to drive because of the lack of accessibility and it will have a negative environmental impact to the region.</p>
<p>We live in a major metropolitan area. I SHOULD NOT NEED TO HAVE A CAR. It's the fundamentals of urban planning and we are completely failing at it. Transit should be robust and keep up with the population and it's needs. If you create a good system, it will get used, and it will save us money in the long run by reducing wear and tear on roads and on people. Neighborhoods will cross-pollinate, dollars will be spread around between wealthier and not as wealthy areas and give a boost to local businesses, citizens will be happier and less stressed, pollution will be reduced, and the benefits go on and on and on.</p>
<p>Once Metro became a County operation, I have to say that it appeared some "politics" entered the decision process about where transit resources would go, i.e. each council member wanted to be sure to get services for their areas, even though some did not warrant the capacity due to low ridership. I have never had a vehicle during 40+ years in Seattle, and appreciate that the routes I use most will continue service as before. but for people in areas that will be cut, the impacts will be felt by all in our communities as it becomes harder, slower, more polluting to get around.</p>
<p>I would recommend more express routes. Quick service is a must.</p>
<p>There will be less funding available if there are less riders. I know that I don't pay the whole fare to ride, but I will be paying nothing. I assume that there are many like me.</p>
<p>I don't know why it would take > \$4 to close the gap. no other city costs that much, not even NYC or london. We should make sure that building new infrastructure is subsidized by something other than just bus fare!</p>
<p>I try to take the 48 express every morning to work, it arrives at my stop at Stone Ave and 85th st at 7:31 am. When I do take this bus, it is always FULL and I almost always have to stand. This bus is at least half, if not more, full of high schoolers on their way to Roosevelt high school. Sometimes I don't make this bus and take an earlier or later one, and while I can usually get a seat on those, the bus ends up full and with people standing by the time we reach the university. The point is, these buses are already FULL in the morning, and if they cancel the express buses, where are those extra riders going to go? On the buses before and after, and more and more people might start missing the bus on their way to work. High school students may be late for school. I understand the need to cut buses if the funds are not found, but due to this route serving the high school (in place of school buses) and many UW employees and students, I do not see how cutting the express buses will be productive. They are always full and there is plenty of demand for them. Thank you for your consideration.</p>

<p>Please don't increase the price; the impact on the riders who are already struggling financially. These individuals are generally not taking transit because they have a choice.</p>
<p>The UW employs 29,800 people in the region. It seems appropriate to accommodate and encourage public transit as a primary source for commuting</p>
<p>Please don't take away my option to be considerate to my city and environment and force me to drive. It will also impact my ability to work the amount I need to at work.</p>
<p>You should have routes around Lake Union</p>
<p>Currently, it is very convenient as I am dropped off close to work. I currently have a condition that notes I should not walk as much to allow for things to heal. The proposed options do not allow that to happen as readily, or would require a longer commute on a quite possibly much more crowded bus. I would have to see to really know, but it does not encourage me to want to continue to ride the bus.</p>
<p>66 and 67 do overlap quite a bit. I think at least 66 should stay as it goes to SCCA and is very convenient.</p>
<p>I occasionally do event work at night. I am very concerned about my ability to get home after working at events on campus if the route cuts go through.</p>
<p>If Sound Transit had implemented what they original sold us on (that they would just give direct and frequent service between major Park & Rides and destinations), and then let Metro run local service to shuttle people to the major Park & Rides and destinations) it would have produced a great bus service. But since Sound Transit came in, stole the best routes, and then messed those up, and left Metro with the routes that were harder to service efficiently without the revenue from those good routes Sound Transit stole, it just messed up what could have been an impressive system. Till the Seattle area gets to one combined transit system, this turmoil will continue. It won't be but another year or two, and Sound Transit will be doing the same thing, needing more money. You need to build an efficient, feasible service, not keep trying to make what is a messed up system work.</p>
<p>Is it possible to only use route 238 for certain time periods in the day? For example, 238 could run from 1PM-5PM throughout the day.</p>
<p>Just leaving the 26Express in service and not the 26 does not provide an adequate alternative to those who live on the most easterly side of Wallingford to get to downtown. 40th is a major corridor and the 26 provides an efficient way to get downtown. It would be different if there was a convenient and frequent bus that would take you to a quick connection at either Stoneway or the U-district, but there is not. After peak hours, the 31/32 do not come frequently. I will not ride the bus to get downtown if it takes 1-1.5 hours. That is ridiculous as I could walk faster.</p>
<p>Please continue letting the 235 bus run from the Bellevue Transit center as late as 12 am like it has been. The suggested changes have it stop running before 10 pm, which will leave me without a way to get home from Bellevue.</p>
<p>I can understand making busses run less often, but making the 234 and 235 stop running before 10 will leave me and other people unable to get home from work. At least make the bus run once an hour, or once every hour and a half, all the way through midnight so that I can get home.</p>

<p>Instead of minimizing the 60 to just south beacon hill , providing more service would be helpful. Cutting the 60 from a busy neighborhood like capital hill where many student take the bus to centeap cc, seattle u, and all the main hospitals is ridiculous. That doesnt seem like a logical thing to do when so many people ride it in the morning and it is the only bus that gets to the center of capital hill with eay walking distances to stores surrounding the route the 60 takes. I would not want to ride the bus anymore if the 60 was being cut because that would mean I would have to transfer twice versus none. Also, it takes up more time to get somewhere if I had to transfer and would be a hassle to those that take the 60 to school, work, and the surrounding buisnesses .</p>
<p>If those route changes have to be made, it would be better to inform all the people in the area, and postpone the effective date as later as possible, so that people can make adjust.</p>
<p>I would be happier if the 221 ran less often on its current route. If it flip-flopped between running the Ed Hill loop and going to Kingsgate/Kenmore run then the next time through do the Ed Hill to Eastgate run. Essentially combine the proposed 334 route with the existing 221 route, but each route runs half as often. I would rather spend the extra 30 minutes of commute time being at work early than transferring buses.</p>
<p>I want to be part of a team to get Metro running more efficiently. Where can I sign up to do so?</p>
<p>the bus 200 is a free bus. i think we would rather pay for our fare than loose the service</p>
<p>Look back to what was done way before, when the busses were reliable, not crowded and the drivers were kind and interested in the level of service. That might give the planners a clue. Make mandatory that planners ride the routes they are changing for a month or longer. That might give them an idea of the impact of the quality their work needs.</p>
<p>I would suggest looking more closely at the people who will be impacted by these cuts. I am not sure how it is for the other routes but the 3 and the 4 are always packed every time I ride it. That route serves a diverse demographic of people from teens to business men to the older lower class. Cutting that route would mean that all these people would have to find another way to get to and from their destinations. I'm sorry I'm not much help in thinking of other ways to make funds, but I'm asking that you rethink the idea of cutting routes.</p>
<p>I understand how metro decides to change or delete routes based in think process, but I am still unhappy. There are multiple routes servicing UW, but other schools are not being treated equally. Right now there are two buses I can take to SPU and with the proposed cuts there will only be one meaning I will either be waiting longer, being late to school or work, or having miss class altogether. Also I don't understand why the 358 is being changed to the E line when is services the exact same route as the 358. We could have kept the 358 and save so much money on construction of new fancy bus shelters. It's the same route with new packaging. There nothing better about it.</p>
<p>I would propose an equal percentage in cuts to Metro's payroll. The reasoning being that if there is to be such a huge cut in service...it means that much less work to go around for everyone else. Lets trim the payroll accordingly. If the executive branch knew their pay was going to be reduced by 17% across the board, they would find the necessary funding, end of story.</p>
<p>Can you revise 309 to keep running after 9am and keep running from after 7pm to around 12am? Then I would be able to use 309 as an alternative to my usual 72th route.</p>
<p>None of your cuts seem necessary. Try taking some of those flashy Rapid Ride runs off the board...</p>

<p>I understand the need for route cuts, but route 8 has substantial ridership, and I think the cutting the southern part of route 8 is not the best decision.</p>
<p>I argue that Metro should not eliminate 271 route from the east part of Eastgate because many Bellevue College students (including me) and people use this bus between Eastgate and Issaquah area. If the proposed plan were made, I would not be able to go to college from my current homestay, and I would have to move to another homestay. I hope that Metro will not change current 271 route service.</p>
<p>Again, I urge you to retain service through Bellevue College. The guidelines used may show "savings" for Metro to not go through the BC campus, but the "cost" to Metro's riders will be great. Thank you</p>
<p>I believe many professionals that live in Snoqualmie Ridge will stop riding the bus with the proposed changes. Nobody will want to switch buses 3 times and have commutes that are 2+ hours. This is very sad to me. I hope that the funding is found.</p>
<p>Why is it Metro has found all the \$ it needs to fund "Rapid Ride" stations in the North End w/ fancy new buses w/ air conditioning! And Large well lit Shelters but here in the Valley the 7 express will be cut and the 8 eliminated!?</p> <p>At least 1/3 of our stops have 0 shelter at all. And our buses are dirty and not maintained?</p>
<p>Cut the # 3. The #2 already serves Madrona. Any qualms with that? Cut the #43. It runs empty back to back! Why cut the #4? People use it all the time.</p>
<p>Metro's service focus seems to be to serve employed commuters with regular/"normal" work hours. This is a critical demographic but for those of us fully dependent on transit for all travel, having a transit system that support that in service and times would be more in keeping w/ KC's green goals.</p> <p>Use very small buses (similar in size to Access vans) for the times and routes with low ridership and/or to circulate within neighborhoods and to/from link, etc. stations.</p> <p>Partner w/ a cab company to have a cab stand at link, etc. stations and w/ service entities/departments to provide cab rate discounts dependent on income that would provide the option to get home from link, etc. to those who can afford it and those who can't.</p> <p>Partner with SDOT, etc. to ensure that sidewalks exist and are in usable condition for areas where service is to be reduced.</p>
<p>The 7 bus is already overcrowded and is consistently delayed. Reducing service would further compound the unreliability.</p>
<p>I understand the need for a budget and why officials may feel these changes to Metro will save money for King County, but possibly the question should be " where can we get more money?" NOT "where can we cut more money from necessary services?"</p> <p>Can some of the money predicted to come from marijuana legalization go to public services, including transportation?</p>
<p>The proposed changes in Route 7/7X are very bad for seniors as I have mentioned above!!!</p>
<p>Please do not change, shorten, or move the #2 bus route. Many of us older folks get great use out of it, and as we've already gone through this with Metro. Metro should be aware nothing has changed. Thank you.</p>
<p>Timing is Questionable due to</p> <ul style="list-style-type: none"> - Effect of construction at waterfront and its future involvement on foot and auto traffic between BDWY and Alaskan Way - Effect and involvement "Boom" in residential (high rise) and hospital construction between BDWY and waterfront

<p>Route 2 stops right in front of Virginia Mason Clinics and Hospital. I believe this is very important service for many patients. The fact that this stop is also 2-4 blocks closer to two retirement communities (with combined population of about 700) to Town Hall, and to a number of apartment buildings makes a Seneca stop very convenient.</p>
<p>Do not consider rush hour traffic only. In high density housing areas provide frequent 'front door' (is safe as possible) transportation suiting the community's needs. Maybe smaller neighborhood pick buses on a regular schedule to take people from First Hill neighborhoods only to down locations or hospitals and doctors offices. Could be less frequent but well publicized.</p>
<p>I understand that there a lot of alternatives for the 5X (the 5 and the 358). But what I think you missed is how full all of these buses are at peak hours. I don't understand how you can take two buses that run at the same time, and combine them into one bus that will run less. For my job, I have to commute during these hours. If I am late too much, I could be fired. I think it would be ridiculous if I had to start leaving for work 30 minutes earlier just so I can ensure that I can get on a bus. Especially in a city like Seattle. It was much easier for me to commute to my job in Minneapolis, including in snowy weather.</p>
<p>I would like to see our civic leaders be dependent on public transportation to get around - to work, to the grocery store, to the doctor's office - so that they see how those of us who do not own a car must deal day in and day out with service reductions. Though a route might not be heavily used, reductions in service, elimination of routes and splitting of routes creates real problems for those who must depend on the bus to get around. My commute already increased by 30 minutes each way with the splitting of my route in two during the big reorganization a year and a half ago, creating serious hardships for me. Eliminating earlier bus runs in the morning also created problems for myself and those I routinely ride the bus with. There may only be 10 people on the early morning bus ride, but it's still very important for us to get to work on time. Now with the suggested cuts, even more people who can't afford to buy a car and park it at work, are going to be faced with no alternatives, if their bus routes are eliminated. In an era when we are encouraged to go green and sustainable, what does it say about Seattle and its citizenry if we are taking huge steps backward by cutting an already minimal public transit system. Thank you for giving the ridership the opportunity to comment.</p>
<p>I don't know what to tell you. I think the County needs to work harder to raise revenue. There are a LOT of wealthy people in King County who could pay more in taxes without feeling the pinch. Cutting bus service affects the most vulnerable county citizens.</p>
<p>While I understand that the 31 is a less used route than others for many parts of the day, people depend upon it to get to the UW for work and school. Eliminating it altogether will reduce the number of people using Metro, since it will become a huge pain to take the bus and try to get to work/school on time. If service must be cut to the 31, Metro should keep running routes during peak commuter times so people can still get to the UW for work in the morning and get home in the evening.</p>
<p>Again, I just don't want route 125 to be cancelled.</p>
<p>Instead of cutting buses, I would pay more to ride the same bus</p>
<p>Not sure how my neighborhood factored into the target service area but there seems to be many people who rely on transit to get around daily during non-commuting hours to get to doctor appointments, shopping, and general getting around. They may not constitute a large population but these people are heavily reliant on transit. Some of the proposed changes will affect these people.</p>

<p>I definitely understand needing to cut under-performing, non-peak routes (or change them substantially, like the 73). I would just request that the alternative routes - in this case, 373 - be increased very slightly in frequency and hours to help those of us for whom 73 will no longer be an option. Unfortunately, because of these changes, I would have to stop volunteering one evening a week at a local shelter, which is a meaningful activity to me that serves the community, because there would be no bus late enough to get me home.</p>
<p>More mass transit is the answer. This needs to be prioritized by the city leaders. Individual cars are not part of the solution to improve transportation/congestion, and they are not sustainable. Increasing the number of dedicated bike lanes would be a huge help. On-street painted bike lanes are a good start, but the best solution is a protected bike lane (similar to what is on Capital Hill on Broadway). If people felt safe and protected (via a dedicated bike lane like is on Broadway in Capital Hill), many more folks would commute by bike. The painted lanes help, but not much. It is extremely scary to ride your bike in this city, and it doesn't need to be.</p>
<p>I hope you will find ways to shorten the trip for route 106. Could it be an express route, using stops that alternate with Link? Could it skip the stops in the International District, and travel through downtown? Friends who live in Snohomish have a shorter bus ride to downtown than I do now. Their trip is 30+ miles, mine is 9. These changes will make it worse.</p>
<p>Even though the 5 express travels a similar route to the 358 and its express, these are such popular routes that any change could drastically affect the number of riders and increase an already over crowded bus.</p>
<p>The 8 travels by MANY low income housing developments and goes connects to Group Health, Safeway, THREE Sound Mental Health campuses and housing, Grocery Outlet and Baley-Bousche House. Also at 23rd and Jackson the neighborhood center where many of us pay our bills. Change is Very scary to many of us with low income and disabilities. We have our lives worked out so we can function. Many of us would be fractured by cutting the 8 route. Please don't cut our bus route short!</p>
<p>Please do not reduce service on #232</p>
<p>stop removing stops. I have heard this doesn't help reduce costs.</p>
<p>Service to areas in Seattle such as Ballard, in which many new large apartments and condos have been constructed in the last 5 to 10 years, should be increased, not decreased. The population density in Ballard is increasing rapidly as new apartment buildings are being filled. Without adequate public transportation from Ballard to downtown Seattle car traffic is going to increase dramatically in this area. The alternative, D-line service, is not adequate to serve all the new residents of Ballard and the residents east of 15th Avenue. Deleting route 28 is a step in the wrong direction,</p>
<p>There needs to be a bus that crosses 35th and connects East and West California and Delridge not just North and South.</p>
<p>Route 21 is the only one that I am mentioning, but I use many different routes to get to and from other important commitments that I am involved in on a week to week basis. If this specific route is cut or revised, I might have to quit my job, which would be devastating for my family and I.</p>
<p>If 260, 260, 277 routes eventually all get deleted, please have reduced routes 252, 268, 311 stopped by Houghton Freeway stops so riders can continue utilizing Houghton Park and Ride. Thank you.</p>
<p>Please see previous comments - thank you!</p>

<p>Stop making the unnecessary replacements of bus schedules (Expense\$\$\$) every quarter.</p>
<p>Why not run bus rapid transit between downtown to the U-District and then connecting service to the neighborhoods from the U-District? There might be some efficiencies with running service like that.</p>
<p>Remember when you cut, to focus on cutting routes in areas where there is another route that goes through there, that they can fall back on, rather than taking away buses that are the ONLY buses that serve certain areas!! Also note my Constantine note that I made earlier on in the survey...</p>
<p>Snoqualmie is constantly growing as is North Bend. More and more people will rely on the bus to get to and from work. Cutting the ONLY bus service from this area will undermine people's ability to use economical, environmental and social sense in making commuting choices. Would the cities this route serves be willing to contribute to its cost?</p>
<p>If you have to eliminate Route #2, please make sure that whatever route is substituted stops at a bus stop as near as possible to Virginia Mason Medical Center.</p>
<p>Don't cut the only route that travels on a part of a main street. It's not like MLK is a remote road in the middle of nowhere. It is a main street in the city of Seattle. To not have a bus travel on it between Jackson and Madison is absolutely ludicrous. Look at cutting county and east side routes before cutting in city. I guarantee you they have less ridership, and more cost to them.</p>
<p>I am a student at Raisbeck Aviation High School. Every morning, me and at least 10 other students ride the 173 to school. While the bus is rarely standing room only, there are usually very few available seats. I don't understand why when the bus is as full as it is it would be cut. The only other available option is to ride the A line to route 124. This would more than triple the amount of time it takes for me and my classmates to get to/from school. Raisbeck Aviation High School is new and as such may not have been an influence when route studies were conduction. I would think that King County Metro would want to keep the current level of service to this new institution if not increase it.</p>
<p>Older riders will find it difficult to walk much longer distances to and from bus stops or negotiate steep hills to and from stops that are closer to home.</p>
<p>Consider keeping extended route during peak times when riders use bus to get to and from work.</p>
<p>I'm just sorry that you are losing funding, I've relied on Metro for transportation for the last seven years or so, and am sad to be losing the convenience that I've had, but I understand that there's not much I can do. Thanks for your service thus far in my life. I appreciate it.</p>
<p>Implement a policy for drivers that it is okay to be late but NEVER okay to leave early.</p>
<p>As a rider for over 25 years I will say that streamlining the route network is long overdue & much needed, & would have benefitted me greatly if it had happened previously with me working different places over the years. METRO IS MY ONLY MODE OF TRANSPORTATION BY CHOICE! I hope the reorganization of routes happens even if funding isn't cut.</p>
<p>These proposals are short sighted, and do nothing to ease traffic congestion. More routes and alternatives to single occupant vehicles are needed, not less. You have my permission to raise taxes to fully fund Metro.</p>
<p>Commuter buses get people to work and back and reduce traffic congestion at peak traffic hours. Service could be reduced but commuter buses shouldn't be deleted all together -- in any neighborhood.</p>

<p>Get rid of union contracts that demand increases regardless of performance so you don't have automatic cost increases built into your financial model.</p>
<p>PLEASE do not eliminate Route 255 above Totem Lake Transit Center. PLEASE keep first run of route 252 in the morning (about 5:45 AM from Kingsgate Safeway)</p>
<p>I primarily ride the Rt# 3 and the Rt# 14. During peak hours, the #14 is often very crowded and riders have to stand - it can be very dangerous. Right now the bus runs every 30 minutes. I use this line to commute to work, for grocery shopping, and for any extra-curricular activities. If the route is cut to once an hour I don't know what I could do for another option. I would get a car, but I have petit mal seizures.</p>
<p>Dont cut service. Add more routes to already over crowded lines. This is not that hard to do. Make it happen.</p>
<p>Please keep the 27! It's incredibly valuable and is always crowded.</p>
<p>Please do not change the 355 route as proposed. I and others really need the bus to stop in the University district, in order to get to our work places in a timely way. You already have enough direct bus routes to down town,</p>
<p>Cut public funding for stadiums and other special interest groups. There is ample evidence that the investment never pans out for the government or the community. Restore public transportation and make it a vital aspect of community life.</p>
<p>I'm pretty forward thinking about transit, and I think having fewer cars on the street and making transit a viable option is part of what makes a city great. While I'm genuinely inconvenienced by these new proposed cuts, I also think it's a bad idea for the city -- one that supposedly prides itself on being vibrant and green -- to reduce the services that contribute to that. Transit is being cut even while housing without parking is being developed in my neighborhood. These are two contrary actions to growing a very livable and healthy city. I would expect the county council to also consider what kind of place we want the greater Seattle area to be as it continues to grow. Do we want it to be choked with gridlock, with terrible parking because everyone's got a car? Or do we want connected neighborhoods that are examples of the best Seattle can be? I'm a utopian on transit, and I think it's not just worth investing in, its essential. I don't hate cars, but we are a single car household reliant on transit -- we'd love to stay that way.</p>
<p>It is vital that metro continues to provide service to the High Point area that many low income individuals rely on for all crucial needs. It appears dicriminatory to eliminate services to the south side of west seattle but yet continue to serve the alki/high-middle class area.</p>
<p>In our neighborhood, I would suggest either reducing the service on the 1 or the 2, not both. even sporadic service at the weekend is valuable now that most people use one bus away or trip planner. i would suggest distributing the cuts more broadly but maintaining a skeleton service.</p>
<p>Provide buses where people will ride them regardless of whether the area is over-served or not. Surely this shows a strong need for the service and will provide more income for Metro from a source that is more stable than sales tax.</p>

<p>See my answer for #27</p> <p>Again, Route 927 serves many seniors and students who have no other transportation options but a metro bus. These people need the freedom to be able to participate (school) activities then go home. Many families in Sammamish and Klahanie areas has youth who cannot drive, men and women who cannot afford to have two cars but need to go outside during peak and non-peak hours. Unlike Bellevue where many bigger shopping centers around, we need to travel longer distance to go to places. With more travel distance but almost no transportation service is not logical at all! A way to encourage people to use the metro is to provide MORE services, not to cut the services. If people feel the convenience, more people will use the Metro. With no services, how can we USE it????</p>
<p>There are alot of businesses in the SODO District that have people commuting in from the southend. By eliminating the 177/178 from getting off and on at the Spokane Street exit, you have effectively made people either individually drive in to their work place or they will go to Tacoma to catch one of their buses.</p>
<p>My commute is easy. I'm more worried about commuters traveling farther distances or those who live in more remote areas. Make sure they're not stuck with a terribly, burdensome commute please.</p>
<p>Instead of cutting routes that are within communities, why not cut or curtail common routes? The 306 and 312 share a route with Sound transit 522. Why have duplicate routes for buses that run consistently throughout the day (mostly empty, except for peak commute times) in favor of cutting buses that go into communities and actually serve the people that live there like the 308?</p>
<p>I feel like there needs to be more outreach to those who do NOT ride transit. Most people I know who ride transit regularly are interested in these changes, but those who don't use transit have no clue what's going on and that it will greatly impact them, even though they don't use transit. There needs to be more visibility for everyone, not just transit users.</p>
<p>Stop impacting citizens in unincorporated areas with lack of services.</p>
<p>You have already made to many cuts in Federal Way. leave our bus service alone. Stop looking at freaking reports and charts and actually ride the buses and see how cuts will affect individuals</p>
<p>My proposal is that we properly fund transit with a consistent amount of funding from the general fund. No cuts.</p>
<p>We need to revisit how to maximize returns from countys investment.</p>
<p>With the deletion and alteration of routes around the 5, the already crowded route will become overcrowded. The buses are already brimming to capacity as the service is now, and on days when the 5X is running late, the buses are often over capacity and cannot serve the entire bus route.</p>
<p>Your Service Guidelines seem to emphasize the importance of servicing areas of minority and low-income residents. Those are areas where people generally pay a reduced fee. This is counter-intuitive, in my opinion. Rather, you should prioritize transportation to people who pay full fare. I would think one corridor that should maintain a priority is between the Eastside (Redmond, Kirkland, Bellevue) and Seattle. A large percentage of these people are employed in high-paying technology jobs and need to commute back and forth to Seattle every day. I need to get up to First Hill. Unless you are trying to discourage Eastside companies and their employees from maintaining offices in Seattle, you should continue to provide adequate service in this direction.</p>

<p>The 200 freebee around Issaquah is nice, but underutilized. There is zero bus service out the Issaquah-Hobart Road or May Valley Road or on SR-900. If the freebee is underutilized and free, perhaps the majority of the stops on that route could be preserved and the Issy-Ho, May Valley and SR-900 population could be served by making it a normal pay route, expanding the loop around Squak to serve those persons in those three valleys, none of whom have any option other than driving to work. If per-ride cost is a barrier, the proposed low-income reduce fare ought to resolve that. It would add about 35 minutes to the route, but I bet it would reduce pressure at the Issaquah Transit Center parking garage, and give people an option to get into Issaquah and spend money at local businesses or go to jobs there. Model it.</p>
<p>Please do not cut the 306X. I take the bus five days a week (306 and 312) and my stop is the last on the route before getting on I-5 for downtown. These buses are almost always standing-room only by the time they reach my stop, and sometimes they are so full that they don't even stop. If you cut the 306 but don't expand the 312 by the same number of runs, especially in the morning, there will not be room for all the passengers who rely on this bus. My employer gives me an ORCA card and I can't afford to drive downtown.</p>
<p>These changes probably won't normally affect me personally, but I'm concerned for other (less fortunate) riders who will be further inconvenienced by the cuts.</p>
<p>I think you should, if worried about ridership, cut certain route times or employ the use of peak times. I know with the 67, it still runs regularly during school vacations (which is nice, because I work on campus during breaks) but there are certain bus times that we students don't use. For example, our classes start at the :30 mark usually, so we all catch the bus at the :30 mark an hour before class because the bus at the :00 half an hour before class never makes it to school in time.</p>
<p>During the peak hours of 7-9am and 5-7pm, a bus on 15th Ave NE that runs north of Northgate Way is needed every 15 minutes in order to not turn people away due to overcrowding -- I suggest keeping both the 373 and 73 on 15th Ave NE during peak hours and cutting some of the 73's very late night service, when the 73 is almost empty. Note also that Roosevelt High School is on 15th Ave NE, not on Roosevelt Ave. -- I suggest keeping the 73 on 15th Ave. NE to accommodate all of the students who take it to get to school.</p> <p>Cutting funding for public transportation is an extremely backward step for Seattle. People with the lowest incomes take the bus, as do young people. I suggest that Metro work hard to not abandon the people who need its services the most. Poor service will cause those who can squeeze the cost in, to drive instead of taking the bus, which will further decrease funds for public transportation and the quality of many, many people's lives.</p>
<p>If Route 31 is cut, the only direction out of Magnolia will be toward downtown. That is usually in the opposite direction that I travel. I think it makes sense to have the option to go two different directions out of a place which is relatively set away from the rest of Seattle, but still close to many of its neighborhoods. Otherwise, my commute time to UW will increase by 20-30 minutes each way - practically doubling the time it takes for me to get there now. Please consider keeping Route 31. Thank you.</p>
<p>I am willing to pay to maintain current service levels. I can understand why you might cut the #27 route along the lake and or eliminate or greatly reduce its non peak frequency, though this is also a route that serves low income, elderly and minority groups. But the #8 is packed on a daily basis with standing room only on parts of the route. To eliminate the MLK part of this route leaves many of us (even with cars) without a way to commute to work.</p>
<p>The liberals in county government love taxing the hell out of everyone, no matter rich or poor, there isn't a tax they don't like!</p>
<p>route 41, too many, too often empty.</p>

More routes should be cut midday with riders that have less strict timeframes where they need to be somewhere. They can wait another 15min for the next bus. Please keep bus routes from the eastside into seattle going strong for those of us that have no choice but to commute in to work!

For the context of my talk, I'll mention that I'm a college student, and take the 37, 255, and 238 every Monday and Wednesday this quarter and heavily rely on the use of Metro buses to get back and forth from school each day that I have classes.

King County Metro says that they're planning service reduction cuts to ensure the future of public transportation. Every day I take the bus, I see the future riding it. When I go to school in the morning, I see droves of middle and high school students getting on the bus, the youth of today who'll be the ones who encompass the societies of tomorrow. When I go home at night, I see the future riding it. College students, whose futures are as diverse as the planet we live on. Some of the students may even be future metro workers. In fact, I know there's at least one that wants to work directly for Metro. An aspiring man going back to college to work for Metro as a mechanic who services buses. By cutting certain routes, Metro is also cutting off not just their future, but probably even their employees, or future societies in the process.

But...This isn't just about the future, this is also about the now. I understand that Metro is also a company and needs to be able to have the funds to pay for employees, wear and tear on buses, and many other things that interweave into our local public transit. In lieu of this, I've also thought up an idea for them to consider, in the face of such enormous spending shortfalls.

Instead of cutting bus routes entirely, I urge a look into what the highest grossing times are for the bus routes they want to cut out. For example, instead of stopping service on the 238 entirely, making it into a hybrid commuter route. I don't know about the other times of the day, but from 6 a.m. - 9 a.m. and roughly about 4 p.m. - 7 p.m. the bus gets pretty full with students, commuting to and from their schools to wherever they're trying to get to. This would be a great example of a bus that doesn't need to be running at any given time of the day. Metro could save a lot of money making routes that go to colleges into commuter routes, like they did for the 37. I would also suggest as an example changing the routes a bit. Again, taking the 238 as an example, I wouldn't have it go all the way to Totem Lake, since the 234, and 235, both go there as well. I don't think you really need 3 different buses going to the same places, but with slightly altered paths.

Instead, how about just having the 238 go to the Totem Lake Mall area, and then the commuter can catch the 234 or 235 on their way to the transit center? That way Metro could actually GAIN money from people having to take two separate routes, while still getting the individual to their destination. They did something quite similar with the 172 that ran from Federal Way to Downtown Seattle. Take 2 buses instead of one to get there, but make it so that both buses don't go to the exact same places. Also, I'd look into a lot of the buses in Downtown Seattle. For example, the bus that goes from Pioneer Square to Safeco? Useless. People can walk 4 blocks to watch a Seahawks game.

Another thing to mention is to make some of the buses run less often. The 73, 101, 106, and 150 are PRIME examples of this. I've seen some of those buses nearly empty and coming every 5 minutes, which comes back to one of my original suggestions with seeing which bus times are the most heavily used for each route. Consolidating the buses, whether it's times, or route trips would save Metro a ridiculous amount of funds, There's no point in running an articulated bus every 5 minutes that only has 3 people on it, with the driver being included in those 3.

Part of the idea behind community transit is community involvement. But until you're able to connect with the community at a level they feel comfortable, then they won't give you the time of day, so I've included the following as a suggestion:

I know and understand that the chair members of Metro have busy schedules with all this, but as a suggestion, I'd urge them to take a ride on some of the routes they're planning to cut, so they can get to know the people on board, the everyday people that take their routes all the time, in order to get a social connection with their demographic, or at the very least, have the transit police hand out mail-in surveys while they're checking fares on the bus, that way they can get a more well-rounded public opinion. Not everyone has or wants to make the time to come to these meetings or respond to the surveys online, if they even have access to a computer and the internet. If you do it that way, then they can spend a few

<p>moments on the survey, then hand it either backk to the transit police, or mail it in as they see fit. Sorry about that being so long, but giving people the means to be able to succeed in their life and this country is something I feel passionately about, and I believe that community transit does just that. It helps people now get to where they need to go for their futures.</p>
<p>For some of the buses that run along I-405 and the NE 70th exit, - 311, 522 for instance, I could take one of them (if they are not all cut) if it stopped at the NE 70th Freeway stop before going on. Very few do, and the ones that do stop there, are slated to be cut altogether. Also if there was a shuttle from the Houghton Park and Ride to the South Kirkland Park and Ride, I would be able to take the 255 more easily. It does take quite a bit longer though.</p>
<p>I know there are routes on the 121 that can be cut as many of the busses are not even close to being full, and there is duplication in the 122 and 123 routes. I don't mind the cuts as long as the budget has been scrutinized for all other wastes. The biggest change for me will be the length of my work day, longer based on new pick up times. I would like to see less busses, but one later trip from downtown, even if it's 715pm.</p>
<p>Student should be of uppermost importance. Since they Are (usually) paying for school and bus fare they are not receiving funding unlike a cash paying and therefore should be more entitled to help from metro.</p>
<p>Physical change in grade between existing service and planned alternative service should be taken into consideration, especially as it impacts low-mobility disabled people.</p>
<p>Please keep route 47. Its very dependable. I have stated my other reasons to keep it previously in the other questions. Thank You.</p>

<p>I think if King County Metro wants to increase ridership and revenues, it needs to make riding the bus a consistent way to arrive at work on time. It cannot serve stops every 20-60 minutes, it has to serve stops at least every 5 minutes. It also has to cost less than a day's pay for a person working at a minimum wage (whose employer is probably not subsidizing their transportation) to commute to work. If bus service increases, there will be fewer cars on the road tying up traffic which will improve commute times. This will improve the environment because there will be less carbon emissions going into the atmosphere. This will fuel the economy because riders will have more income to spend on shopping local or entertainment which will lead to higher sales tax revenues which will solve part of King County Metro's funding problem. Every major metropolis in Europe has managed to provide convenient, affordable, energy-efficient, quality public transportation to their inhabitants nearly around the clock. As a customer of Seattle public transit, I expect better quality than I have received and I think it can be accomplished by increasing service and reducing fares across the board.</p>
<p>I understand, and support, the need to reduce service when buses are running with three or four people on them. But the commuter routes, like the #26, are the workhorses for those of us that commute to downtown. Note that south Wallingford is growing, meaning an increasing need for transportation. Before eliminating routes entirely, PLEASE give thought to keeping them in place during high-use times...you only have to actually ride the bus from 7:00 a.m. to 9:00 a.m. to see how many people depend on the #26 to get to work. And as I said earlier, the notion that we'll all be able to walk (x blocks) to catch the #16, or even farther for the #28, plus, maybe a transfer, does not seem realistic to me. Those buses will be filled with their regular riders long before we new folks get to them. Again: RAISE THE FARES \$1.00 each way if you need to! Thanks for listening!</p>
<p>240 is only bus to Newcastle. So it's frequency should not be altered and the last bus time should also be keep kept intact.</p>
<p>As an alternative, I would like that Metro consider revising the stops along the 8-route so that they are not as common further North (where it essentially runs along the 48 route), but more so in Rainier valley; as there is a further distance between the routes going through this area. This would only be if the 106 route were not to change, as it is almost entirely a replacement of the current 8-route with its proposal...</p>
<p>Certain stops could be closed instead of deleting routes. For example, on route 12, either the 19th and Thomas or the 19th and Denny street stop could be closed, since there are consecutive stops quite close together (Denny, John, and Thomas). I am unsure of what the minimum or maximum distance between stops is but cutting back on stops that are very close together might save Metro some money. Additionally, on the University of Washington campus, many stops are quite close together and could be consolidated into one larger transit hub to save on the amount of stops each driver needs to make along the route.</p>
<p>Safety. Please consider safety. If you are going to make me walk further to a bus, at the least make it a well lit area.</p>
<p>Please consider all options and all alternatives before cutting this route. Route 238 is, to me, as important to King County Metro's convenience and bottom line as the 105 UW/Bothell is to Community Transit, and I find it frankly disappointing and irritating that this route be among the few proposed for deletion. If there are any alternatives, I would honestly consider them, so please consider the same for the riders of Route 238. Thanks for your attention.</p>
<p>The impact on riders has to be HUGE. don't take a whole bus line away... seriously.</p>
<p>Metro needs to run like a private business would run - logically - during peak hours to reduce traffic and pollution.</p>

<p>This cut will inconvenience me but not drastically -- I will most likely shift to riding my bike more, but they will affect many people much worse than they will me. I understand the desire not to raise taxes, but they are necessary if we want to live in a civilized society, with schools, hospitals, and any kind of safety net whatsoever.</p>
<p>Can we just merge KC Metro and Sound Transit already? Seriously. I work in Belltown. It would be faster for me, on average, to live in Redmond than in Magnolia. Take a bus to downtown, catch a 545 (that runs like every 2 minutes during peak hours), and go across the bridge. 5-10 545 buses will come while I'm waiting for a 24 or 33 downtown. I have coworkers who live in Redmond. It takes them about 45-60 minutes, door-to-door. It takes me 15-20 minutes (now, longer under new routes) to get home. Add in the 30+ minutes of waiting on average, and I'm right in that 60 minute window. I live in the city because I don't want a long commute, and your changes are going to make sure Metro is never able to serve us properly.</p>
<p>The 128 is vital to the High Point Area. We have low-income riders, students, elders, handicapped, and parents taking & picking up toddlers from their daycare. Many come to our Food Bank on the 128. We couldn't get to our only grocery store which is west on California & Morgan St. It costs more for handicapped to ride Access than city bus, and must be by doctor's written order. Rides must be scheduled in advance so not a great option. Loss of the 128 through High Point would be a major blow to our area that is still growing. A blow to Quality of Life for the majority of riders. Please don't do this.</p>
<p>Read from your site: "Route 250: It's one of the lowest performing peak-period-only routes in Metro's system." Identify how many people travelling through this bus on a daily basis using the orca card reader installed in the bus. You will agree that the bus is over crowded every morning and evening on weekdays.</p>
<p>We need more 252/257 buses not fewer. We also need more parking, Kingsgate P&R is overflowing. Fewer cars into downtown is a GOOD thing and we need to keep going in that direction</p>
<p>I support increased fare for those of us that can afford it and I support subsidizing those that cannot. Better public transportation helps our environment, our roads, and relieves traffic congestion. I would rather pay a little more for a more convenient way of traveling.</p>
<p>I don't think that these changes will affect me very much. My primary route - 309 - is unaffected. The changes appear to be to routes that I use occasionally - 72, 41 - and will not affect me as much.</p>
<p>Proposed changes may actually improve service for me. Buses are always full through the U District. The 71, 72, and 73 are not staggered sufficiently to move people through the U District. The proposal may improve that. There are dead zones of 40-45 min where it seems as though no buses are available now. I am most hopeful about light rail coming to these areas.</p>
<p>Please stop targeting the same communities . Save the#4,#60, 105, 124,131,131</p>
<p>I appreciate the efforts that Metro is making to help riders keep on riding. I just started riding the bus this fall full time, and am such a believer in getting out of our cars and riding transit. Fingers crossed I can still continue riding transit to work and home. Thanks for your hard work.</p>

<p>I don't think Metro is doing a good job of advertising their routes (new routes). I have been a resident of West Seattle for 8 years and I work at the VA medical center. There hasn't been a direct route to the VA for many years until route 50. However, I only heard about the route about a week ago. Had I known about the route, I would have used the metro services as soon as it started. Also VA is planning for a 3 year long construction project which will practically eliminate employee parking on site. I know plenty of employees in West Seattle who are planning on riding the bus to work after the construction starts in end of January. But without convenient routes (no transfers) they might just decide to drive to the alternative parking lot then catch the VA shuttle to work which takes 10-20 minutes with traffic.</p>
<p>If they begin tolling I-90, I think more people would consider taking Metro rather than drive, if that were a viable option for them. In the event tolling does happen, I would like to see incentives for the one-person car to switch to RideShare. I am over 60 years old and very healthy, but would much rather take the bus than drive into downtown Seattle.</p>
<p>Perhaps partner with Sound Transit regarding the 577 route at least. Why is it so overcrowded compared to the 179?</p>
<p>it's nice that 106 will stop by near harborview, but not good enough. cut the renton part and loop it like 107 does in skyway but extend it north on Boren to hit all the hospitals like Virginia Mason and Seattle cancer care alliance and Fred Hutchison. get rid of 107 north of skyway. cut frequency on 140 and extend it east, not north. extend 9X to renton instead of 106? who takes 106 from renton to go to seattle or back?! that's too long, and 9 stops at harborview and swedish, virginia mason, might as well extend 9 to the cancer clinics in South Lake Union... or 106 with limited stops.</p>
<p>Reevaluate how you label routes as "Express".....example the 545 is not an Express route. The fact that it uses the highway to get to and from its final destinations does not automatically qualify it as an express route. The fact that it stops at all the available stops after it gets off the highway and takes a convoluted route through Redmond to arrive at its final stop definitely disqualifies it as an "Express" route. Also, for direct routes that are only available during commute times (e.g. 268) you should look at expanding the times you classify as service hours for those routes. Many people do not have to be to work until 9:00, but for many of the limited schedule buses the last run available leaves before 8:00 a.m. If the trip is 30 - 45 minutes the last morning route should run between 8:00 - 8:30 to service the 9:00 a.m. starters and most of those routes could use at least one additional run at the end of the day. Currently, once the limited run bus is done running there is standing room only on the other run up until 7:00 p.m. (I use the 545/268 route as an example because it is the one I use most often, but I am sure the scenario is similar on other runs.) Also, take a closer look at the timing of the two runs when they are both operating. Currently, there are often times when both buses are leaving at stops within a few (e.g. 1 - 5 minutes of each other) and then there is a 15 minute gap before the next bus. If the timing of the two routes were adjusted slightly, the customer would only have to wait 5 - 10 minutes for the next bus during the hours when those two routes were both operating.</p>
<p>I regularly use 250 to commute to and fro from my work and I feel the route is already stretched thin. The service comes every 30 min and this is one of the very few popular option from Redmond/Bellevue to Seattle downtown and thus the bus is packed every single time. Few months earlier, the service was reduced and evening services were discontinued which added to the inconvenience. Now, the proposed route deletion simply will increase more car/parking problem in Seattle and will add delays for everyone. So, I believe Metro should increase fares and should definitely increase service to get more number people from Redmond/40th st area in a faster manner..</p>

<p>372 is suppose to be an express but is more of a semi-express than a true express as it currently exists. The proposed addition of the additional riders from the 72 route being deleted will likely require more stops along Lake City Way to accommodate the former 72 route riders even. I notice this is not clear in the proposal. With more frequent and longer stops, the trip between Bothell and UW Seattle campus can only become longer; possibly much longer.</p> <p>The 372 has become fuller in the morning and afternoons. I ride the 1st run of the mornings. The afternoon run has become standing room only even into Lake City at times. Sometimes, passengers are left behind at the last stop on campus because those going only as far as the 1st few stops off campus have filled the bus. Those left behind might need to go to Lake City or beyond. More passengers will be left behind with the addition of the passenger from the 72 route being deleted. The some 372 runs go only as far as the Kenmore P&R which is a hassle now for those of us who live further north, in Kenmore, Bothell much less Woodinville. The do not even serve the students and workers at the Cascadia/UW Bothell Campus. The proposal has what appears to be those same runs going only as far as Lake City. It is not clear how far into Lake City. There is no consideration of the students and UW workers who live further north in Lake Forest Park, Kenmore, and Bothell without having to transfer.</p> <p>To help mitigate the crowded conditions and longer commute time and still have some form of an express, I recommend the new proposal:</p> <ul style="list-style-type: none">* Delete the stops between University Village (the last stop for UW workers) and 75th street and let the 68 bus serve those deleted stops from the Seattle campus. It would be better if the next stop beyond U Village was on Lake City Way but could concede the next stop be at University Prep. This stop is just a couple blocks north of 7th Street.* Increase the number of runs during the day to better so the wait between the runs is never longer than 15-20 minutes; and* Have all 372 runs serve the Cascadia/Bothell UW campus which is an excellent location for the return runs back to the Seattle UW campus. <p>These recommendations would also potentially decrease number of riders currently using the P&Rs which are now full in the early mornings on week days.</p>
<p>If we want to establish ourselves as a green community, we can not afford to cut our Metro services.</p>
<p>Please reconsider the decision for cutting of route 60, this will cause a major impact on the students</p>
<p>Increase prices to fund routes - still cheaper than gas and wear and tear on personal vehicles.</p>
<p>STEEP HILLS</p>
<p>My route is scheduled to be deleted. The options to transfer will add time to my commute that will cause me to rethink my job in Seattle. I would pay more; ride a smaller bus, or even ride at a different time. It seems that there should be a direct route up i405 to the U District during peak times to support UW students and staff, medical staff, and the other employees of businesses in this major business district.</p>
<p>Keep the #210 route. Reduce services in the following ways: 1) eliminate Factoria routes. 2) less often busses during non-peak hours. 3) only offer two full services during morning and afternoon peak commute hours.</p>
<p>I really think less frequent buses and pay cuts is the way to go. Maybe clean some house with the executives too; there are usually a few sitting around not doing much. The saying is that 20% of government employees do 80% of the work. Metro is practically a government operation. Find the slackers and let them go.</p>

<p>Find the money. Keep current routes and consider why cutting service may help budget concerns. Preventing people from riding does nothing to help a budget.</p>
<p>Please consider South Lake Union as a key work destination. Most riders don't want to have to transfer downtown to get there, and those of us in the near city shouldn't have to.</p>
<p>Get rid of the night buses that are mainly used by transients.</p>
<p>Ps.. Route 50 TO WEST SEATTLE NEEDS better safer light in the passenger waiting area adjacent to postoffice near the link. It's creepy.</p>
<p>It does NOT make any sense to cut routes that are being used heavily just to cut cost. Increase fare will be much better to address the issue.</p>
<p>I fully support necessary cuts where there are great overlaps in service. I suggest cutting back the frequency of the 41. At least in the transit tunnels they seem to arrive every 5 minutes and usually aren't even close to being full. While the 71-74 have lengthy gaps between arrivals and when they do arrive they typically only let on a few passengers. A normal wait time for the bus can be 30 mins, doubling my commute.</p>
<p>I think you should be doing more to educate people about the negative impacts of these funding cuts and address the source of the problem rather than focusing on how to cut service with the least impact. As a region, we need more frequent transit services and better coverage, not less.</p>
<p>We need to boost ridership by making it more convenient and affordable, rather than less convenient, available and affordable. Our Metro area is vital, and its public transportation deserves to be supported by all citizens as a feature of society. Reducing bus service in a dense urban setting is irresponsible; basing vital services (such as public transportation) funding on a recession-affected income stream such as sales tax is irresponsible planning.</p>
<p>I never understood why route 159 existed, at least for my stop (Kent-Kangley & 124th) - for those wanting to go to Kent station, there's 164, for those wanting to go to downtown Seattle, there is 157 & 161. My suggestion is keep 157 the way it is, remove 159, and possibly modify 161. 157 tends to already be pretty full in the mornings, by adding those riders using the Kent-Kangley & 132nd P&R (which would happen since the proposed changes replaces 158 with 157) I'm not even sure if there will be room on the bus for all riders. An additional thing to consider - offer WiFi/ hotspot subscription for riders (at additional cost, if course), like Gogo in flight internet, or like what the Microsoft Connector buses have), could be a new source of revenue.</p>
<p>Route 238 is essential to many low-income and minority students who commute to community college at LWIT.</p>
<p>Reducing the routes run to only peak hours would help save on costs with minimal impact to the typical commuter. For route 26 during peak hours the bus is always standing room only, this suggests many people rely on this route during those times and if the alternative routes 26X and 40 were actually an alternative these people, including myself, would already be using them due the overloaded capacity of the 26 local during these times.</p>
<p>I think that you need to determine where route deletions leave no transit alternatives when making your decisions.</p>
<p>I think the cuts should be more across the board. You're targeting specific routes and things now. INstead of targeting routes, just take some away from every line - even Rapid Ride, which is slow and unusable to everyone except the people in West Seattle and in down town seattle.</p>

<p>Raising King County tax another 0.1% is not a bad way to raise money for the bus system. It is a heavier tax on the poor... or raise the hotel/airport tax which is more for the rich. Please do something to avoid crippling our bus transit system and putting more cars back on the road even while we're spending billions on the 520 bridge!</p>
<p>Does this take into consideration the sound transit ridership? The alternate route suggested is currently very overcrowded.</p>
<p>Why the RapidRide buses - that have very few riders to no riders and the regular routes are packed with riders (many times people stand) - and yet more and more cuts to regular routes - frustration! Explain that please!!!</p> <p>You are forcing the bus riders to stop taking the buses by cutting so much - Suggestion - appeal to employers that when you cut back - to be flexible with employee hours - don't want to lose my job cause the routes are so reduced and no parking available at park and rides!!!</p> <p>Poor planning also when the newly built park and ride parking garages can't accomodate (too full) people trying to come in to transit centers to ride the buses - poor use of money and poor planning!</p>
<p>The 306 bus which runs during commuter hours is a very popular route. Along with the 312 and 522, I often stand on the way home in the evening on the 306. I fear there will not be enough capacity to handle the commuters, or buses will be packed to overcapacity (and thus causing very dangerous situations) if the 306 route is cut.</p>
<p>I read about this consulting firm lead by Mark Aesch that helps cities improve their public transportation. Maybe worth taking a look? http://www.transproconsulting.com/aboutus.html</p>
<p>Keep the 179 and have it perform the Twin Lakes P & R to Federal Way Transit center function during commmute hours. The 181 could run from the Federal Way Transit center to GRCC during commute hours and then all the way to Twin Lakes P&R during non commute hours. Having students transfer makes more sense than business people going to Seattle.</p>
<p>Having a direct bus route from Shoreline to Bellevue is terribly important. Many people who live in North Seattle have families at home and full time jobs in which the rely on direct and efficient service to connect them. The commute down 405 is already horrendous and extending these routes with transfers will make taking the bus not worth it. Turning an hour long commute into an hour and a half commute will make most of us drive to save the time. Cutting routes, extending already long commutes will jeopardize the very people King County Metro is trying to serve. By cutting these routes the city is telling their customers that their time and money are not a priority-thus giving us no other option than to stop using King County Metro all together.</p>
<p>I would like the 248 to stop at the college, then I would have less transfers, coming from Sammamish. Thank you!</p>
<p>Is there a way to measure the frequency a coach's seats are full and people have to stand in the aisle? This seems like a safety hazard and should be avoided when possible.</p>
<p>I would like to suggest to keep the 47 running during peak commute times, cut out a few 10 runs to fund this. My 2nd choice would be to keep peak times of the 21 and I don't know what other run could be reduced to cover this. Lengthy walks to the bus will be very unpleasant in poor weather.</p>

<p>I understand the budget cuts and I know you do your best. I have always felt that the Metro service was the best, the drivers helpful, and the routes convenient. Even though it takes about 90 minutes, it seemed viable. If I have to drive to a park and ride and fight for a spot and still spend 90 minutes to get to my destination, I would rather pay for the fuel and get there in 30 minutes. Thanks for the opportunity to speak to you.</p>
<p>I see that many routes are being cut that are not redundant and are not served by other routes.</p>
<p>Please find some funding! There are not enough routes/seats as it is!</p>
<p>We need all of route 8. It serves many commuters and families in Madison Valley and the central district. To cut this off will mean that we'd lose our ability to get across the city without going downtown and transferring. It saves us time and makes for a reasonable commute. To walk to a further bus route and/or add transfers to the trip in a congested area makes transit seem undesirable. Driving would be the better option for most of us if the 8 is deleted south of mid-Capital Hill.</p>
<p>I understand my concerns are very small compared to the larger picture. I am just concerned that if my line is being impacted in this way what other cuts are going to do to less fortunate communities.</p>
<p>The Rapid Ride B takes way too long to get from Point A (Redmond Transit Center) to Point B (Bellevue Transit Center) to be even remotely considered a viable daily option. That leaves 232 as the only reason I take the bus to work from Redmond to Bellevue. If this route no longer works out, I'll be driving to work again.</p>
<p>There are many bus routes that come much more frequently than the two routes that I use (29 & 2), particularly the 358, as well as, the 18, 26, 28. Some routes are even duplicates for instance the 3 & the 4 north of downtown (which sometimes have three buses in a row, the last two of which are empty). There are many efficiencies that could be first introduced to prevent the reduction in bus service to areas which only have one option. On morning trips, whether it's the 6:35am pickup or the 6:52am pick up at 6th Ave. W & Crockett Ave. on route 29 the bus is always full with standing room only. On the way home trips the 4:47 up to 6ish pm trips are also all packed. Metro is proposing to cut the number of trips that the 29 makes. Which times propose to be cut? If the number of 29 routes are cut and there is no bus 2 service to Queen Anne. It will cause me to drive to work, increasing in congestion and pollution. I request that duplicate routes and routes with much more frequent service times be reviewed & cut/decreased in number of trips before changes are made to the 29 & 2 routes. Thank you!</p>
<ul style="list-style-type: none">- Minimize transfers- Maintain continuous routes- Avoid already-overcrowded streets- Keep Route 2 as it is!
<p>The 12 bus meets the ferry passengers uphill from 1st Ave. now. I used to be able to walk from the ferry to a stop on 1st Ave. in front of McCormicks restaurant. The bus no longer stops on 1st. If the new #2 does the same it will be a burden for me. I will have to take a taxi.</p>
<p>I am fairly mobile but a lot of people who depend on the bus at Horizon House will have a hard time walking up to Madison Street.</p>
<p>With sidewalk in slope they are, very poor. It becomes an offtrack course to get to see stops. Could #2 go on thru town and then to Seneca on #13 Route similar to #2 service now? There are hills on both routes so same kind of bus could be used. We are disappointed that this well used bus route would be so cut back.</p>

<p>As I said earlier, these routes are the only transportation some riders have to get to work. Some walk over a mile to get to the park and ride. . . it would be a sad day to see these same people walking 2 or 3 miles just to get to work. Oh, did I mention that they are elderly and not in great health, or that the area is very hilly?</p>
<p>Low income areas need buses.... Would you cut one of the last buses if I lived in Fremont???</p>
<p>I am lucky in my route is pretty much from a park and ride to the University of Washington. While I believe a couple routes will be cut, another will be rerouted. The main daily annoyance for me will be longer wait times. Besides as a one car family and a family who really does not want to buy another car and can't really afford one and even if I had a car there is nowhere to park at work, I have to take the bus to work. If my family wants to catch a bus downtown it will take a lot longer with the cuts. As a family, we are more likely to drive the car then bus it. My main concern is for the thousands of other people who rely on the bus, namely persons with disabilities, elders, immigrants and refugees, who will be severely impacted.</p>
<p>We voters have consistently approved more money to support the transit system. The King County Council needs to honor the wishes of the citizens and FIND MORE MONEY. I've often wondered what is happening with that extra sales tax that was created to support the building of a new baseball stadium, which we voted AGAINST. The sales tax was supposed to be temporary but it certainly never decreased and I'm sure the Mariners are making money. How about it?</p>
<p>1) Safety: Please increase lighting and remove barriers (bushes, etc) around bus stops on Rainier Ave S. 2) Accessibility to Light Rail: Now that Light Rail is in, help us access it. Create bus routes that are East-West so that both sides of Rainier Valley can actually get to Light Rail. Without park n' rides, anyone living beyond 1 mile from a Light Rail station cannot access it.</p>
<p>Connect Skyway and South Lake Union with one bus please. 42 used to do that, it continued all the way north of Denny way. You can do it with 8 by extending it to Skyway and making it faster in between(get rid of the detour on jackson-23rd -yesler. Or you can extend 9 south to Skyway and north from Broadway into South Lake Union Area. Get rid of 106, and just have a direct service on 107 to the light rail from Skyway for those who need to go place on the light rail. Direct means not detouring to Rainer Beach Safeway but directly on Renton Ave between Skyway and the light Rail Station. To get to Fred Hutchison area requires sometimes 2 transfers and extra walking, standing in the cold or rain. And driving is not an option, because parking is not free there anymore. South Seattle has no direct transit connections to the employment in the South Lake Union Area, as well as the eastside employment. Only 7 and 9 stop at the I-90 freeway stop by Rainier Ave. That's only good for people who live on Rainier.</p>
<p>Thank you for the opportunity to share my opinion.</p>
<p>Hasn't the current route worked for a long time. Is changing it going to make Madison more of a bottleneck. I don't know enough about "impacts" to make any good suggestions other than if it works, don't change it.</p>
<p>The #113 is the only bus that goes to downtown from Olson Place & Myers Way P&R - the other buses were already deleted. The #60 is not really not a very good option to get downtown easily. Why don't you add an Express bus route from the P&R to downtown?</p>

<p>In my observations, I board with riders on #2 on Seneca and the VM hospital and on my return trip, board with riders in downtown. I am always amazed that the numbers include so many disabled, seniors, and people with babies-in-arms! It may not seem like a "big deal" to you, but many riders get off at the hospital and many seniors head toward Horizon House and the apartments in that immediate area to the NORTH of Seneca. Moving 2 blocks South of the current route will be a huge impediment.</p>
<p>Extend the light rail all the way into the Burien Park and Ride</p>
<p>Was this proposal prepared by anyone who actually rides the #2? I see many riders who would probably qualify for Access which would cost metro far more. Why not leave Route 2 on Seneca and let Route 12 riders walk farther! Re "frequent service on Third Avenue" - Need better signs to clarify how far buses go on Third Ave. before turning.</p>
<p>Moving the route to Madison St. from Seneca makes a longer walk to the bus stop.</p>
<p>The service cut on 121 will leave bus service for the segment of FCS Metro riders coming in from the South but eliminate it for employees from north, east, and west. The place is isolated enough as-is, and this service cut renders it even more remote. Small ridership is hard to ___ with, though, but the effect on the FCS population will exaggerate the motorhead orientation it already enjoys.</p>
<p>Please eliminate paper transfers before or at the same time you cut service. It is hard for users to cope with cost cutting and route reduction while still watching fare cheats lean around the farebox to see what color the correct transfer is and then rifle through their pockets for a match. The financial savings will not be great compared to eliminating routes, but removing such a visible source of wasted funds would help lessen the insult to the paying users.</p>
<p>Again, I favor a reduction (but retaining) the existing network of routes over the alternative of elimination of routes. This way, I think that should the finances of Metro improve in the future, then getting back to (or close to) the status quo is more feasible.</p>
<p>Our buses are usually full and service many customers. Please keep the 124, 60 and 106 through Georgetown as most people have no other options.</p>
<p>To help give routes a chance to live, could you have campaigns with goals for rider commitment. If enough people in the community commit and pre-purchase their bus passes for the remainder of the year then the route stays? Something like kickstarter for each bus route?</p>
<p>Any chance of looking into cutting the number of 265 busses that go through? The 8AM bus is always packed, sometimes standing room only, however the later busses (8:30, 9, etc...) are sparsely ridden. I feel at the very least that if the bus were to come every hour, or even the sparsely ridden busses were cut, I would think it would make sense to keep the times that are well-used.</p>
<p>I know many people who uses route 67 and 68 to commute from Northgate to UW, whether their students or people who work in the Udistrict, and it is very fast and efficient compared to route 75. My grandparents take take the 67/68/66 to get to the UW medical center and it's a easy route to follow. The 75 can take over an hour to reach UW from Northgate cause to follows Sandpoint Way while with the 67 and 68, it takes less than an 30 minutes.</p>
<p>Keep the full length of the route (12) for rush hour times. The proposed reduction of travel along 19th Ave E eliminates any north-south link from Madison to Galer between 15th and 23rd Ave E. This is a very steep area (east-to-west from 23rd to 15th) that will make bus access very challenging for many. The proposed alternative - that I take bus 10, does not provide a good connection to the First Hill hospitals.</p>

<p>Please do not cut service for route 372, 68(67) and 271. These are extremely important to students in Uni of Wash. These routes are serving thousands and thousands student, faculty and staff. Every rush hours, those routes are crowded that some buses don't stop in several stops because buses get too crowded. Please make us proud that Metro is caring about the best, and largest university in state.</p>
<p>Route 255 from Seattle is very crowded. If route 260 is eliminated, there is great chance that people will not be able to get on the bus they were originally waiting for due to the overcrowdness</p>
<p>I am shocked that route 154 is being considered for elimination. It connects regional transit (sounder) to major employment hub. Bus is always full.</p>
<p>Please try to maintain some minimal level of service to Enumclaw, Black Diamond and Maple Valley - as me and many others in these rural areas depend on some access to Metro service.</p>
<p>Please keep the 28X north of 103rd. It is not duplicated and there is no where to park in the same area!!</p>
<p>There are a number of healthcare facilities on Capital Hill to which this route services. It would be important to consider the criticality of delivering staff to these facilities in inclement weather, disasters, etc. Thank you for your consideration.</p>
<p>If these service changes occur, I will work to have the Metro executive leadership changed - and to hold the elected officials responsible accountable for a huge failure. You will see a lot of public outrage and demands for action. Prepare to lose your jobs.</p>
<p>You split the route 14 into two separate routes. The result was an additional transfer or walk to my destination. Now, with the proposal to eliminate this route, you're basically eliminating the value of transit for my commute. The bus is SRO in the mornings and afternoons, I'd rather see the service frequency greatly reduced rather than eliminated. Your guidelines don't appear to contemplate the increased burden eliminating this route would have on Metro's services to disabled passengers. Along Bellevue Ave E in the mornings, there are regular bus patrons requiring the lift. Their mobility issues prevent them from walking greater distances over hills to get to alternative locations. I purchased my residence with access to transportation in mind. This route elimination will have a negative impact on our neighborhood sustainability.</p>
<p>Southeast Seattle has sustained a number of cuts to bus service since light rail service began. The 34 express and the 39 and the reduction of 7 express service times. Each cut has increased my commute time and limited my options. Light rail is too far for me too walk to . 7x is almost always crowded now so I'm not sure why your data shows it has low ridership</p>
<p>Don't eliminate the 57. Cut out one of the runs each day if you must, but don't cut it.</p>
<p>Until the economy recovers all wages at Metro should be frozen. If there is a Metro Pension Plan trade it for a 401K - Pensions are obsolete. Double the amount of the fares, Seniors \$1.50, MultiZone could be raised to \$6.00. Fare Boxes cost a lot to maintain, get rid of them and accept only ORCA, this will reduce boarding time and save money.</p>
<p>pay cuts to elected officials that are making WELL over the cost of living needs....You know who they are. Thank you.</p>

Please try and reduce smoking, drug deals, homeless squatters, and disrespect along bus stops. At the stops along 3rd downtown, there are many homeless, drunk, or drugged-out disturbances that make me feel unsafe en route. They are often illegally re-selling metro bus tickets and cigarettes, pan handling, and drinking in public. Please do not cut the length that buses run on weekdays and weekends, the late night buses provide a safer way home for the nightlife goers in this city. I believe it helps discourage drunk driving and provides more secure transportation.

Each day, after school, I wait on the corner of 23rd and Jackson for the #8 (northbound) to come. There happens to be a stop for the #48 on that corner as well. As I wait, around three #48s come in the time it takes for one #8 to come. The 30 some kids who ride the #8 will watch as a couple of kids get on to each almost empty #48. When the #8 finally comes, nearly everyone at the bus stop will get on, meaning that often there is only standing room. Why is it that the bus with a low demand, which comes very frequently, is being preserved, while the bus that has a high demand and doesn't come as frequently is being cut?

I understand that because the #8 has a very long route, through often congested areas, it is often late. I'm sure this elicits many complaints, but the solution to the problem is not terminating the #8. Maybe re-routing the bus to go around that congested area, adjusting the schedule to take into consideration the possible traffic, or breaking the route up into two routes would help, BUT PLEASE DON'T ELIMINATE THE SEGMENT OF THE #8 BETWEEN CAPITOL HILL AND JACKSON CENTER. People would rather have a late bus than no bus at all.

The #8 has near-direct service to two large schools, Washington Middle School and Garfield High School, together having nearly 2,800 students. If/When the #8 is cut, this will force the School district to either provide school buses to students otherwise served by this bus route, despite having no funding to do so, or leave many students without a way to get to school (besides driving).

I, and many others, need the #8 to get to school or work. Cutting it would create ripple effects through other institutions. Please save the #8!

As I have already stated, I do not drive and I do not have any other means of transportation to get me ANYWHERE - including to and from work. You are clearly attempting to FORCE people to use the "RAPID RIDE" (an oxymoron if I ever heard one) and Link Light Rail. The "A" Line is completely unsafe - you need to take a look at the people who ride that bus and then explain to me why I should feel safe. It is nothing but a renamed 174. Furthermore, it takes for freaking EVER to get anywhere. Link Light Rail wanders through some of the WORST and most UNSAFE areas of Seattle. As a single woman, I am supposed to feel SAFE riding the train after dark - or any other time for that matter?? If you answer "yes" to that question then you are clearly delusional. Furthermore, I am not going to spend ALL DAY or ALL NIGHT making a commute that could be easily done in under 45 minutes.

I would like you to consider Making every person proposing these cuts to take Metro transit for a Month because you would all be shaking your heads saying what were we thinking and then you would kindly ask Sound Transit to dig deep in there pockets to add trains, links and more busses

I often use the 14 to go home from the Mt Baker light rail station when I am traveling in inclement weather, or at times of day/night where I do not feel safe walking alone. If it is not running nights and weekends I will need to drive more often, a burden on the environment and our traffic situation.

<p>I understand that the bus route I rely on (Route 244) is a low-performing route and only operates at peak hours. However, this route is the only way to travel between Kenmore/Kirkland and Willows Road. Many people will be left without any transit option to get to Willows Road. If the route is cut, my bus commute between Kenmore and the Overlake area would take so much time that it would essentially become impossible.</p>
<p>Metro needs to continue having the 193 bus stop at the Tukwila Park and Ride OR Provide service from Renton directly to First Hill in Seattle on another route. I have ridden the 193 bus at various times, most commonly 6:35 a.m., 6:57 a.m., and deboarded at 4:15 p.m., 4:45 p.m. or 5:15 p.m. and an average of 20 riders get on or off at Tukwila each time. There are students and healthcare workers on this bus and First Hill and Tukwila have a high percentage of low income or minority riders. Taking a bus from Tukwila P & R to downtown Seattle via 150 bus is not feasible, as the route 3 or 4 bus to First Hill is always full to overcrowded due to needing to carry wheelchair riders, and the 150 bus is always crowded and has several people standing now, when there is a 161 bus available to take 1/2 the downtown riders. A lot of healthcare providers and healthcare patients take the 193 bus. I've seen many wheelchair riders have to wait for 2-3 bus #3 or 4 because they are too full or already have a wheelchair passenger.</p>
<p>I can understand the reduction of night service on the 132 and 131, but the 120 should have at least one after midnight run for workers downtown to get to the Burien Transit Center. Since you are cutting the 132 and 131 from after midnight service then you should have saved enough to allow one trip after midnight on the 120, you will get all the riders from the other two buses so you should see more riders on this last bus out of town than before. This will allow the medical workers and late night workers at least a way to get most of the way home after midnight.</p>
<p>Riders in Snoqualmie already have a tough time getting to Seattle. Cutting route 215 will have dramatic impact on those riders, myself included. I can't afford to drive to Seattle everyday and I can't afford an additional hour round trip commute time that the proposed changes would bring.</p>
<p>you instead should be consolidating 2 transfer points in renton that serviced by exact same buses. if 167 did not have to make a loop via Rainier ave and Renton TC, it would have been faster and more efficient by traveling on Main Ave via city hall and the library with more residential density. whats the point of going to Renton TC to meet with the same buses that were just at S Renton PR???? too many unnecessary loops and stops in renton. there are more services on Main, like city hall and courts. much more important than drive throughs and walmarts on Rainier ave. terminate 167 at the UW hospital if that can save you money. at least there are express buses on University Ave north of UW Campus. but there is no express from downtown seattle to UW medical. So it is critical to keep 167 running. just make it faster and more direct via Main Ave in Renton.</p>
<p>Please redo the proposed maps on your website with darker print and include street names. The maps are hard to read because street names don't show clearly. I couldn't tell if all service along Beacon Ave. is being eliminated due to the route 106 revision or if it was just being replaced by a different bus route. The Beacon Hill area is heavily transit-dependent because there are several schools along route 106 and because many people here are older immigrants who don't have cars. Please continue providing service to this neighborhood.</p>
<p>I feel that reducing the number of busses on a route is a better alternative to cutting some entirely, or cutting service after 7pm. If the bus only runs once per hour, at least I can adapt. If it stops running entirely, I don't know how to deal with that.</p>

<p>The First hill Street car is proposed as an alternative for me, however, it is not yet in service. I am concerned that there will be a service gap between my alternate route, the street car, and my current route, the 60.</p>
<p>Night hours are important in my area since there are many people that are on the bus in my neighbourhood that start early or get off late and cutting nights will affect their work as much as the hour between buses will affect mine.</p>
<p>route 167 has no good alternative when it comes to traveling between UW hospital and Renton. all other options are double transfers for me and will take 2-3 hours and are unreliable. i will have to quit my job or move. the only bus from downtown to UW Hospital is 43, that bus is very slow and travels through narrow busy streets of Capitol Hill with lots of backups and bicyclists that slow the bus down. that trip alone is longer than the whole trip on 167 that only takes 30 minutes without any transfers. If you want to follow your guidelines than you need to delete 140 because its empty and it duplicates 560, delete 107, because it is always empty! or delete 106 because it duplicates 101, 143, 102, and a part of 107. restructure routes in Downtown Renton so they do not make unnecessary loops and idle at light around the transit center. Consolidate renton P&R and renton tc as one hub. There is no need for 167 to travel west to rainier ave and then back through traffic and lights at transit center just to cross with the same buses that also operate at S Renton Park and Ride. Skip the Transit center and travel on Main, with more residential density and not too far from the transit center anyways. terminate 167 at UW medical center. thats where everyone gets off the bus. The Ave has express from Downtown, UW medical does not. so at least those passengers can benefit from a transfer downtown, but not us, not riders to UW hospital, we have no choice. only slow unreliable 43 can get you to UW medical from downtown.</p>
<p>I ride only 167. all other options do not work because the trip will take 2h longer, will stop using transit if 167 is deleted. I have 0 cars, and my income is below \$15k</p>
<p>I'd like to say that I've taken the 205 actively (all AM and PM routes) throughout the past four years commuting to UW and surrounding areas for work. I get on the 205 at the south end QFC and get off at one of the last stops on Stevens Way at UW. Here's what I notice and my own proposal if we really have to cut part of the 205. 6:50AM: Bus about half full from MI to Boren 7:20AM: Bus super full, lots of standing people, usually packed like sardines throughout the ride 8:35AM: Bus almost empty, usually ~5 riders. Very nice for if I oversleep, but probably one of the 'wasteful' routes 1:30PM: Bus almost empty. I'm almost always the sole rider back to MI or have one other bus companion. 2:40PM: Bus half full, kind of like 6:50AM. 3:40PM: Bus generally full, but everyone is pretty comfy with their space 5:30PM: Bus super full, lots of standing people. This bus is also usually about 20-25 minutes late, which throws off everyone since it's the last bus of the day and we have to figure out if we need to take alternative routes (like taking 3-4 other buses to get to our destinations..). Please, please keep at least the 7:20, 3:40, and 5:30 buses. If possible, add another route in the evening for those of us who don't get off work at 5 like clockwork or have a slightly longer meeting in the afternoons. It would be lovely to get a 205 run at around 7PM or so. Thanks!</p>
<p>Most of the changes make sense. But cutting most service after 10pm is VERY bad.</p>

<p>Metro has proposed to reroute the 16 to serve Fremont. I would strongly urge Metro to consider rerouting the 5 to serve Fremont instead; to maintain the current (Aurora) routing of the 16; and to maintain the current frequency of both the 5 (15 minutes at peak and all-day) and the 16 (20 minutes at peak and all day). I would also strongly urge Metro to reroute the 5 to follow Fremont Ave all the way from the bridge to 50th St, rather than using Phinney Ave between 43rd and 50th.</p> <p>Here are five reasons why:</p> <ol style="list-style-type: none">1. Right now, there are 6 different routes that travel on Fremont Ave, and not one of them goes straight along the whole corridor. If the 5 stayed straight on Fremont Ave from the Fremont Bridge to 50th, it would follow a simple, logical route that would be easy for passengers to understand. It would also add key stops at important intersections, including 36th/Fremont, 46th/Fremont, and 50th/Fremont (the zoo).2. North of the Fremont Bridge, the new 5 would be relatively fast. It would follow a straight route along wide arterial streets. The current 5 gets slowed down by the intersections at 38th/Aurora, 43rd/Fremont, 46th/Phinney, and 50th/Phinney, especially northbound, and it also has to make a difficult turn at 43rd/Phinney. Faster routes are cheaper to run, which is important in an environment of massive budget reductions.3. The 16 is already a fairly slow route, and rerouting it through Fremont and along Dexter will make it even slower. This is a double whammy, because there is no peak express route. In contrast, the new 355 will provide a fast route to/from downtown for riders in Phinney Ridge and Greenwood. Therefore, the speed hit of sending the 5 local through Fremont will affect a smaller number of riders.4. Selfishly, I would love to have a direct route between Greenwood and Fremont. It's agonizing to ride the 5, trying to get to 34th and Fremont, and have it turn away just before it would get there. Wallingford already has a direct route to Fremont (the 26), and so does Northgate (the 40). I think there are a lot of people who would take the 5 between Fremont and points north, if only it were more convenient to do so.5. In terms of equipment, the 5 uses articulated buses all day. Excluding Fremont, the 26 and 28 clearly don't have enough ridership to need articulated buses, and neither does the 16. Therefore, having the 5 provide Fremont service would be the most efficient use of the bus fleet.
<p>Route 8 is well-used by many riders, including myself. It makes travel from Capitol Hill to the edge of Madison Valley and to South Seattle fast and convenient. If the route is cut as proposed, it will leave a large area without direct connection. It would mean more transfers and more crowds on remaining routes. DO NOT CUT.</p>
<p>I would pay more for transit in order to keep or increase service. I would support subsidizing the cost through property taxes, or car registration fees.</p>
<p>i do not want to suburbanize our city neighborhoods, and by reducing and eliminating bus routes you create greater car dependency and usage at a time when we are trying to increase mass transit use!</p>
<p>As a commuter I need reliable and fast service. I would not mind paying more. Perhaps peak hour service should be charged even more of a premium than the small amount it currently is. Also funding Metro with sales tax doesn't make sense. Things like property tax, gas tax, and other transportation type taxes should fund public transportation. That way service won't be impacted by economic trends and instead would properly correlate to need.</p>

<p>A funding shortfall is a funding shortfall, so that's that. Something like public transit should be a priority in a city like Seattle but unfortunately it isn't. There is much work to be done on that front in terms of working with public opinion, and perhaps Metro can take the lead. This city is already a decade late on implementing viable mass transit.</p>
<p>The late night 241 bus driving bearded man is a hoot! I hope I will still get to see him.</p>
<p>Really, I'd like to see the entire bus network trashed and reworked from the ground up. There are so many redundant or highly inefficient routes that seem to exist solely off of institutional inertia or fringe yet vocal groups. We need frequency. I would MUCH rather walk two blocks to a bus stop where the bus has a ten-minute headway over gambling between multiple stops, each with a 30-minute headway.</p>
<p>On this survey I had noted that I use the 41 most often. This is because the one other place I could find any work was in Redmond -- and I had to quit on the first day of the job, because a trip that should have been less than an hour of commute turned out to be 4 hours of commuting. It was embarrassing for everyone involved. After that, I found I was stuck working downtown. The 41 is the best route to get down there -- which also happens to be the most packed bus in town. It is astounding how crowded and dangerous the busses become simply because it takes 45 minutes to an hour for a bus with any seats to open up to arrive.</p>
<p>Retain the 26 and either edit the stops or shift the times to make it more affordable for the country. I've been on it as early as 5am and it has never been empty -- and return trips during the afternoon are often full!</p>
<p>Normalize by cutting some busses that run every 10 or 15 minutes, don't make routes 1 hour between lines for major routes.</p>
<p>Cutting mid-day routes to the #9 from downtown to Rainier Beach means I won't be able to pick up my 5 year old from school. Not everyone works 9-5 and its often jobs with irregular hours that are the lowest paid. Please reconsider cutting the afternoon routes of the #9. I catch the one on Broadway around 2pm and the new route involves walking through the central district where I have been harassed 3 times. It might look the same on paper to you, but if you actually walk that exact street you would care about the difference, and consider the additional risk. Additionally I won't get home in time to pick up my son before his school gets out. My bus is always at least 3/4 full as well. Please make cuts to the 7 instead, which bus riders in Rainier beach tend to avoid anyway.</p>

<p>167 trip is very important to me. i travel to get my cancer treatments at UW medical from Benson Hill in Renton. i can not change 2 buses. 43 between downtown and UW hospital is too slow and gets stuck on capitol hill, street are blocked by bicyclists and lots of pedestrians blocking the bus. 43 is not a reliable transfer for such a long trip. Many buses in Renton are running around empty and routed indirectly. 167 can be much faster if it skipped Rainier Ave and Renton TC by traveling directly via Renton City Hall on Main Ave, there are more residential buildings, South Renton, Renton Hill. Most peopel transfer to from 167 at s Renton P& R, exact same buses also travel to Renton TC. that a detour and a duplication. Main ave is a couple blocks away from Renotn TC. those few who live there can easily safely walk to 167 stops on main Ave. As far as north terminus, just make it at UW Hospital at Montlake. Everyone gets off there. U district up north has express buses from downtowns tunnel, making it an easy transfer. but there is no easy transfer to UW Hospital. there is no express from the tunnel to UW hospital!!! So 167 is the only sane option for a rider like me. if you route it via Main Ave in Renton and terminate it at UW Hospital it will save you time and money. you can also reduce frequency on routes that are empty and duplicate like 101 and 106 or 140 and 560. kleep 560 with an extra stop in Southcenter, and delete 140. 140 is usually empty in Renton. !07 is also always empty, and so is 153. While route 167 is always full. Reroute it on Main Ave and you will have even higher ridership. Keep 167!!!</p>
<p>route 167 is a lifeline for me. without it I would have to move or quit my job at UW hospital. you offered no alternative options. 2 hour transfer on an unreliable 43 is not an option for people who go to work for 8-10 hours. if it saves money terminate 167 at UW hospital and skip the renton TC for faster travel on Main st in Renton. Renton TC has limited parking and not many people live there. Most board at Renton p and r. and Rainier has traffic and nothing but big box stores. nobody ever boards on Rainier avenue. Main ave is faster direct and is much more residential.</p> <p>delete 107, 106 they duplicate other routes in renton and are always empty for its size, reduce 140 it duplicates 560 and becomes empty north of Renton P&R. extend 105 to southcenter and get rid of 140 all together, or maybe it will be more productive to connect 140 with 240 or 105 as one route with reduced frequency. there are so many ways you can cut service on all these dysfunctional routes and save these hours and money for simplified and faster 167 via Main Ave in Renton instead of rainier detour, and skip the transit center because people already transferred at renton P&R anyways, because it has all the same buses coming from the south.</p>
<p>Keep 167. You are proposing to turn a 30min trip into a 2 hour misery with transfers. Connecting buses dont even stop on the same area and you have to walk.</p>
<p>Ballard is the community where I live. I wonder how the new people living in the new apartments and condo buildings that are west of 22nd Ave NW, I wonder if they'll end up driving since the bus service is so packed and is being scaled back.</p>
<p>Please do not reduce the routes going to downtown Ballard/Sunset Hill. The D line does not go to either place and that is where the population is increasing.</p> <p>And it would be nice to bring back at least one local bus... 17 or 18.</p> <p>It is our elected officials responsibility to fund metro!! Thanks.</p>
<ol style="list-style-type: none">1.Reduce the frequency on all buses operating in NON peak hours, for example less frequent buses between 10AM -4PM on all routes would help.2. Reduce the frequency of the bottom 25% buses than to canceling it altogether. For example instead of having two buses of ru=oute 265 running between 8AM and 9AM, have only one bus between 8AM and 9AM , this way you have more riders for that one bus. <p>I understand the budget issues, but these direct routes to home really help. 265 is the only direct route for me.</p>

<p>if you delete 167, It's not just patients that will suffer, but 100's of UWMC employees too. Most chose to live in Renton because it's affordable and because it has a direct bus route 167. It's been this way for many many years. Most riders of 167 applied for UWMC because of this direct bus route. if you delete this route, most will have no choice but to quit because parking at UWMC is extremely expensive. It will make some jobs there too costly and not rewarding if they have to pay high parking costs or spend 2 extra hours commuting on unreliable bus lines. Cut service on route 140 it travels empty, cut service on 106 or 107 they duplicate and always empty in Renton. 167 line has no normal alternative options. Please keep it running at least until the link rail is extended to UWMC.</p>
<p>you offer no rational alternative to deletion of route 167. All of us have no option but to drive and pay crazy rates for parking at UW Medical Center. In the mean time you extended route 140 to Landing which runs empty every 5 minutes. Route 107 is always empty too and duplicates 106. Not to mention all of the confusing detours between Renton P&R and Renton TC, which are really close to each other and redundant, yet buses are routed via Rainier Ave to travel between the 2, which takes away valuable time that can be used on 167 or other routes without good alternatives. How many people really need to travel to big box stores on Rainier Ave in Reanton?! Really?! There are so many obvious wasteful routes that can be cut and streamlined, and you go after a life line like routes 167?! There is no good alternative if you delete it. UW Medical Center is where patients of Fred Hutchison and Seattle Cancer Care Alliance go for chemotherapy and other cancer treatments. Not to mention it's a massive regional employment center where most employees applied years ago for the existing bus service since parking is extremely expensive making some jobs over there worthless. Are all these people suppose to quit now? This route can't be deleted... At least not until you open the light rail at UWMC for an easy 101/lightrail transfer in the tunnel.</p>
<p>I am really impressed with how much care metro is taking to reach out to people that are affected by transit changes and getting information to us. Thank you!</p>
<p>I am relying on route 167 for my cancer treatment at UW Hospital. You are not offering any reasonable alternative and I do not qualify for Access transit. If I am required to walk an extra 2 miles across downtown Renton and then up/down between the tunnel and the street and then ride a very slow crowded bus 43, then it is not even close to being reasonable alternative for a trip to treat cancer. It's not even reasonable for a healthy person. To go from a 40 min commute to a 2 hour commute with extra walking outside is not reasonable for anyone who pays the highest sales tax in the nation. It's such a shame that at a time when it's a matter of life and death I can not even rely on the service that I paid for in sales taxes living here all my life. shame shame shame!</p> <p>Please be rational about this. At least keep 167 until the light rail is extended to the UW Hospital. Right now there is no alternative at all. Those transfers downtown between 101 and 43 are hard. THis is going from 30-40 min commute to 2 hour commute. And the extra walking to 101 in Renton (as well as traveling in the wrong direction on 101 for about 10 minutes while it makes it's loop in Renton) is not reasonable. Not when I pay so much in tax and can't qualify for Access Transit or any other transportation service.</p>
<p>Funding to the rapid ride project was a mistake. It should be cut and redirected to normal service. Also, perhaps funding from the construction of the light link could be redirected (unlikely, I know).</p>
<p>A lot of people, including my husband, depend on the bus to get around to work, doctor's appointments, and other activities. I won't be able to take the kids on the bus on the weekend for outings if it doesn't come to our neighborhood. I hope that more funding can be found so that the bus routes in our neighborhood can still exist. Thank you.</p>

<p>The 232 goes from Redmond Transit Center to Bellevue Transit Center much faster than the B Line. Please don't cut its final trip in the morning, since it is usually very full. Having a fare increase would be alright, as long as there is a reduced fare option for low-income riders (i.e something that keeps the fare as affordable as it is now, while making it more expensive for others who can afford to pay more).</p>
<p>Stop cutting off entire neighborhoods. If it wasn't so hard to rely on bus service, I'm sure more people in Arbor Heights and the south end of West Seattle would use metro instead of driving. But with cuts, reductions, inconsistent service, and complete shutdown of the route on days like 12/20 when it snowed, it is not something people can rely on. It is ridiculous to have such terrible bus service to this neighborhood and to continue to reduce it. Instead of spending all this money on the rapid ride bus stops and buses (which, in my experience, aren't at all rapid and seem to have arbitrary routes), why didn't metro use it in a more efficient manner?</p>
<p>Please consider keeping some form of service to the View Ridge area on weekends (route 71.) This is how I usually get to the U District or downtown. With the proposed cuts I will be forced to drive and find parking. I'd much rather take the bus than have to park downtown. It looks like all the routes along Dexter (26 & 28 local) will be cut. Please consider keeping at least one of these routes even if it is less frequent or only at peak times. There seem to be many people using those routes currently so I don't know why they are being cut.</p>
<p>I'm concerned about the 306 line. If it's route through North Kenmore is removed, I will be negatively impacted. At a minimum, a route following the 306's route through north Kenmore should be kept, it could be a routing of the 312. Have the 312 run the 306 line rather than have the two buses each run through the Kenmore park n ride.</p>
<p>Add an express bus to Seattle from Kent at 8:15 or 8:30 am. Trust me it will be FULL.</p>
<p>Shut down the agency, or at least get rid of all the 'professional' planners and managers who got you to this point of fiscal crunch and service idiocy. If you were a business no one would come and you would be forced to improve. As an agency funded by the unwilling you do as you please. I see all your empty buses ('rolling roadblocks') running 20 hours a day. Who needs it? No one. WHO benefits? Metro staff.</p>
<p>Sometimes when the bus makes stops in Seattle the bus driver tells people its a drop off only bus and they cannot get on, especially when we stop at 343 4th Ave S in Seattle. I know it would probably push the schedule back a little, but if you allowed people to get on the bus ridership would probably increase.</p>
<p>I believe these cuts need to be altered. You are cutting critical lines that many people depend on, especially ones that are jam packed full of people day in and day out. These lines should be expanded, not deleted.</p>
<p>When you hop the bus and need to stand from Federal Way to Seattle (or vice versa) your route should be salvageable. How does it not make money? It seems like my community is getting the shaft.</p>
<p>When you hop the bus and need to stand from Federal Way to Seattle (or vice versa) your route should be salvageable. How does it not make money? It seems like my community is getting the shaft.</p>

<p>As a medical student at the UW School of Medicine, I depend on King County Metro at least twice EVERYDAY to get to/from my med school classes and/or work at the hospital. I currently live on 15th AVE NE and I know that many of my medical school classmates do as well. Countless undergraduate students attending the UW also live on or around 15th AVE NE and depend on the bus services to get to school. However, being in medical school adds other challenges that undergraduate students might not face as our classes start and end at varying times weekly and we often have activities that run well into the evenings. If route 73 were changed as proposed, many students would be without the vital transportation that we take to get to school everyday. Although route 373 provides service to the area where the proposed changes to route 73 would cut, route 373 makes very limited trips south in the AM and north in the PM. With the proposed changes, it would make a difficult medical school career even more challenging. I realized that there are constrains on King County Metro's budgets, but I propose that instead of changing the bus routes so that it no longer provides service to certain areas, the buses could be changed to arrive less frequently so that at least there would be a way to get to/from school. I speak for a lot of students and other community members when I say that we would much rather wait longer for a bus than to not have bus service in an area at all or to take 2 or 3 transfers to get to where we need to be. Thank you for your time.</p>
<p>The proposed changes do shift impacts from one community to another. the productive #2 will become almost unusable for many of us in Madrona and increase service on Madison, which is already well-served - at least for physically vigorous people. The "not disabled enough" and the aged are a community with needs that Metro should serve - a community which is growing faster than other segments of the population. Is Seattle to be a livable city so long as you are young & vigorous only? I am aware that Metro doesn't like long routes; Metro representatives told us this is because buses get behind schedule & can't always catch up. Personally, I try to catch the bus BEFORE the one in the schedule to allow for delays and still get to my destination on time. It's a trade-off - more time for me, less air pollution for the world.</p> <p>Why isn't air pollution one of your productivity measures? Why isn't serving elderly people one of them? Productivity is toward a goal. It's not just about bodies on the bus.</p> <p>Keep the routes, reduce the frequency. Stop building expensive, inflexible rail lines (SLUT, etc.) to places that already have bus lines and give them more buses if they are overcrowded now; I realize that politics has led to pressure for light rail, not usability for everyone.</p>
<p>I mentioned this earlier in the survey that I rely on Seattle Metro to get to and from work, meetings and personal errands. I live in the Georgetown neighborhood currently there are 2 lines that run through the downtown aread of GT to Downtown: 124 & 106. If the purposed changes happen the buses coming from south to north will be even more crowded and vice versa. Please don't eliminate an entire route bringing it down to one bus line for the residents of Georgetown.</p>
<p>You need to connect both the Central District and Rainier Valley to bus routes in Downtown Seattle that connect with buses on 3rd street. Failure to do this will segregate these two predominately minority populated communities from the rest of Seattle. Or, maybe that's your point.</p>
<p>For routes targeted for deletion:</p> <ul style="list-style-type: none">-Increase fares for those routes specifically or make fares variable -- like with variable tolls-Consider reduced schedules -- ie. only run during specific times of the day or further-reduced schedules-Part-time schedule -- not less hours, but less days a week. For example - work week only or T/THR or MWF
<p>Do not reduce service to the Bellevue College Campus</p>

<p>It seems unfair to cut routes that serve high schools, given that the School District has no bus service--since, supposedly, students can use Metro. But if the Metro service is no longer viable, what are students and families supposed to do? It is not possible to simply change schools to attend a school closer to home and/or better served by transit. School routes should be the very last to be cut. Moreover, the U-district (currently served by 65, 71, 72) is slated to be an urban village, with several large, new apartment buildings planned or under construction--several of which have NO parking associated with them. The assumption is that most new residents in the area will rely exclusively on transit. If the City is willing to approve new construction with no parking, it should be committed not only to maintaining transit service but to *increasing* it in those neighborhoods.</p>
<p>I live in Georgetown, the proposed changes would reduce the number of buses in my neighborhood significantly. Not only would my downtown commute be less frequent and more crowded, the bus I would take to get to the emergency room is being removed. These changes would significantly affect my commute, my life and my neighborhood.</p>
<ol style="list-style-type: none">1. I feel that King County transit is not well managed.2. Rapid-Ride lines -- gate people through the front doors to assure tapping of ORCA cards and payment. Drop the tap stations.3. Link-Rail -- Either put tap stations at the platform level or on the rail-cards4. Make Fare-Enforcers into Conductors that collect fares (tap cards) and not hand out citations.5. Rapid Rides like the D have stupid starting points -- they do not have locally available full day transit parking. The D's sit idle and empty next to QFC because there is no place to park.6. Stagger 5 and 5X in the morning so that they do not overlap too close together7. I had talked with Fare-Enforcers that told me that they were not allowed to enforce fares on Rapid_Rides during rush-hour because it would cause congestion on the buses. Really? Not tap stations upon entering the bus, and you are wondering why you are losing money?
<p>I guess I don't know much about the specific changes because they probably don't affect my neighborhood, but my route is often affected by bad traffic. Why can't the city just designate bus lanes? I also take the 8, which gets snarled in highway entrance traffic even though the bus itself never going on the highway. It seems crazy to me and another manifestation of Seattle's insane kowtowing to the convenience of drivers. My 12 bus is often 10 minutes late or more due to traffic! Just take public space on the road and reserve it for the exclusive use of public transit.</p>
<p>Some buses are considered express buses, but operate all day, ie the 66 (which I use). Can these express buses operate more like the 5 express and only run during peak commuting hours.</p>
<p>get rid of 107. its a joke. an empty bus driving around all day, what a waste of funds... Just have 106 to do a big loop in skyway, merge the loop on Renton Ave and 51st and have it to go directly north on Renton Ave! Not west into Rainier Beach Safeway gridlock. connect it with 8 as one route to the north, but make it more direct, without detours to 23rd and Jackson, etc.. it would be very helpful if it could stop at the I-90 and Rainier to transfer to the eastside service. Currently there no way to get to the eastside without a bunch of transfer in not very safe areas.</p>
<p>The bus stop at Lake City Way and 110th, where I get off/on, needs vast improvement. It is sited closely to a heavily trafficked high speed section of road.</p>

<p>Please retain the route 167. It is okay to reduce the number of rides both ways. BUT PLEASE DO NOT TOTALLY ELIMINATE THE ROUTE 167. It can be a tragedy.</p>
<p>I think Metro has done a good job trying to continue providing high levels of service in the face of reduced funding.</p>
<p>Having a questionnaire like this does not allow real questions to be asked. So many questions are guided answers that do not get at the route of the problem with the service. When the first cuts to the 14 on the Capitol Hill side, service became less predictable. I used to be able to set my time to the 14. Then the 14 became the 47 and while the drivers are great, there is no continuity on the route. A different driver every shift. Buses are running late.</p>
<p>There are 3 main reasons why I respectfully request that you consider preserving the existing # 8 route: 1) the segment between Capitol Hill and Jackson Center appears very full during peak morning and afternoon commute times; 2) our kids are relying on this bus service to get to school safely; and 3) employees from one of our most treasured employers (Amazon) rely on this bus line. In addition, our family relies on this segment of the #8 to get to and from the Mt Baker Light Rail station (and then on to the airport). While we could take the #48, it is 5 - 6 blocks up a very steep hill with lots of luggage. If we lose the #8, we will likely take a cab or get someone to drive us to the Mt Baker station. This is my suggestion for the # 8: Please preserve this segment and concentrate the service during peak commute times on weekdays (6 - 9 am and 2:30 - 6 pm). It would be OK to eliminate or drastically cut back service during the middle of the day. Drastically cutting service on weekends would also be OK. I believe that this segment should get special consideration because middle school and high school students rely on the #8 to get to and from school. These kids are ages 11 - 18. They are young and vulnerable. Asking them to walk an extra 6 - 10 blocks in the dark, across major arterials, in areas with sex offenders is not feasible. The changes would compromise their safety, especially for the younger students. They do not have the option of taking a yellow school bus. Many more parents will drive their students, impacting traffic and air quality in the city. Thank you very much for considering my suggestion. Again, I would gladly pay more in taxes to support our current level of service.</p>
<p>I'm lucky because I live near a transit center, but I have a lot of friends that would have to drive several miles further to get to a route that would take us to school.</p>
<p>You lost ridership on the #25 because of the decreased frequency route changes. You need to RESTORE frequency to the previous level (every 30 min.) NOT CUT the route. It is insane to be cutting any routes near UW.</p>
<p>NO ROUTE CHANGES FOR THE #2 OFF SENECA TO MADISON. IF YOU THINK IT IS SO IMPORTANT TO REDUCE #12 SERVICE ON MADISON, THEN MOVE THE #12 OVER TO SENECA. WE CAN LIVE WITH REDUCED #2 SERVICE ON SENECA, IF NECESSARY ON AN INTERIM BASIS WHILE THE FUNDING GAP PROBLEM IS SOLVED -- BUT WE CAN'T LIVE WITH TAKING #2 OFF SENECA AND MOVING IT TO MADISON. INCORPORATE ALL OF OUR COMMENTS, SURVEY RESULTS, EMAILS, LETTERS, AND PUBLIC COMMENTS FROM 2011 (WHEN METRO PROPOSED MOVING THE #2 OFF SENECA TO MADISON, AS YOU ARE PROPOSING NOW) INTO THE CURRENT PROCESS FOR PROPOSING CUTS IN BUS SERVICE.</p>

<p>If route 158 is deleted and changed to the 157, I need it to still come to the neighborhood by Lake Meridian, otherwise I will have to walk very far every day! I am not in good enough physical shape to handle walking this far every day. I have bad joints, and have to go to the chiropractor a lot, and it will be worse if I have to walk that far every day!</p>
<p>Make easy transfer from bus 2 to a bus going north to Seattle Center area. Keep Convention Center route to Capitol Hill (Group Health).</p>
<p>I would have to change my dentist if I couldn't ride the bus there. OR I will have to take a cab, which would be financially difficult.</p>
<p>I strongly discourage you to cancel the 12 route or shorten it, I as well as a lot of people I know rely on that bus, and If it is canceled I don't know how i'll get home after school everyday.</p>
<p>I would like route 2 to continue to change to route 13 to ensure the safety of the large group of kids riding the routes</p>
<p>You are working from a defective model: "I am going to cut off your arm. Please tell me how to minimize the impact of this while still cutting off your arm."</p>
<p>Don't get how they could "lose" so much money. Why don't they use smaller or mini buses when ridership is light. Get rid of art work at stations and use toward funding metro.</p>
<p>If you cannot maintain Bus 1 service at night, at least provide a fairly frequent shuttle between W Mercer & QA Ave connecting to Upper QA's west side.</p>
<p>Maintain some level of service along Yesler Way, there are a number of physically challenged people that going to Jackson is not a viable option. The 14 also gets bogged down south of Yesler and Second to and up Jackson.</p>
<p>If you need to make cuts, you should be cutting down on the FREQUENCY ONLY, not deleting entire routes or eliminating entire routes during the weekend. The proposed changes are prohibitively intrusive. They may also affect property values in some neighborhoods, costing more than is being saved in the short term by the cuts.</p>
<p>The routes from 3rd avenue to my workplace Virginia Mason (2) are already poorly coordinated with my bus from home (26). I walk up the hill which is usually fine for me. Sometimes (bad or cold weather) it is really a pain. Many elders and people with disabilities count on the #2. It is a hardship for those folks to walk up the steep hills from 3rd ave to Pill Hill (either to Virginia Mason or Harborview). Please reconsider the cuts to these routes. They are unjustly impacting those traveling to First Hill for health care). Please think outside the box to find these savings. Thanks</p>
<p>The # 2 serves many Virginia Mason patients and employees on a daily basis (Mon-Fri in particular). Please keep the route on Seneca Street.</p>
<p>Please don't cut the 4! It would help to have the 211 stop on at 23rd and Jackson as well.</p>

<p>The Dexter corridor needs increased bus service not decreased bus service. The City spent hundreds of thousands of dollars installing bus bulbs to make bus travel easier on Dexter because they recognized that due to the growth of the area and the increased business at South Lake Union, that it will be a high volume commuting corridor, and yet Metro is decreasing service by replacing the 26 and 28 with the 16. During the morning commute, the 26 and 28 are often overcrowded and SRO by the time it reaches Dexter, passing by many people on Dexter who are waiting to get on the bus. The 16 will be no different and probably worse because there will be fewer 16's along that route and due to the length of the northern portions of route 16, it will be just as overcrowded by the time it reaches Dexter. There are currently many apartment buildings currently in construction or planned for construction for the lower end of Dexter thereby increasing the population who will be looking to commute by bus in this area. Also, by eliminating the 26 and 28 from Dexter, you are eliminating the ability for many people to disembark at South Lake Union. The South Lake Union business attract many workers who are commuting via the Dexter corridor, therefore, for all these reasons, bus service needs to be increased, not decreased as planned. You can't just take into account current ridership on current routes within the county. You also have to look at expected growth in areas such as South Lake Union and the Dexter corridor.</p>
<p>There are a large number of students who live in my neighborhood (Fremont) who commute to the U District eat day. Oddly there is not a bus that actually goes through Fremont and continues east, I've never understood why.</p>
<p>I think doesn't matter what happens, Metro should cut commuter buses which take lots of people to work daily.</p>
<p>The buses I use (26 & 28) that go down Dexter to downtown are full every morning, sometimes with only standing room when I get on at Crockett St. I don't understand what more is needed to prove that these routes are needed and being utilized. My suggestion is to divert the money that is being pumped into fancy bike lanes toward the shortfall for the bus system. Bikers are a small, elite group that are a menace on the roads despite the fact that they have their own space. My bottomline is that if traveling by bus becomes more incovenient and takes more of my precious time, I for one, will begin driving my car to work again. You decide.</p>
<p>This is the only route that can get me to work and home in a timely manner to pick up my young kids from Daycare. If Route 167 is deleted, I will most likely need to drive to work and pay an extra \$300 in gas and parking permit, which is a huge issue for our household budget.</p>
<p>Please do not cut 277 or 265!! Not fair and our options are not practical if you cut these, thank you</p>
<p>My turn: Oh boy. Ok, I am a moderate, I purposely listen to both the liberals and conservatives on issues until I find what I like and dislike in both. The metro service may be at a cross-road where quite frankly it is of little use to most of us and some or lot of use to a few. I support additional revenues knowing that there is a segment of this population like all that want something and pay nothing. Tax me. Raise my fee. Now, deliver outstanding service. Ideas: Why can't you run some lines on demand (the night before we all say we want the #123 and we pay our fee. If there is enough riders, we get confirmation the night before. If not we hop in our cars and drive. Please share more real time metrics... and make the service better.</p>
<p>I think you are scaring people to get your revenues boost. You should find a way to meet in the middle - eliminate some runs or ties that are not well utilized and also increase prices.</p>

<p>The bus is an important way for students to get to college, hospital employees to reach their job, and all of us to stay out of our cars. I take the bus every day to and from the UW. I doubt that UW has enough parking spots for all of us if the bus routes are discontinued. I am willing to pay my fare share.</p>
<p>The change for route 177 in downtown Seattle area does not provide convenience. I heard people talking about it on the bus and hopefully the Metro will reconsider it.</p>
<p>How about we just keep the busses running so that the low class can still get to work.</p>
<p>I find it hard to believe the Metro buses will not have a non-stop bus from downtown Seattle to the Federal Way transit. The proposed changes of the 177 and delete of route 178/179 has removed it. The 177 bus will now stop at Kent-Des Moines and 272nd. This will add over 20+ minutes to the one way travel. I know this because I used to take 193 bus that used to be a non-stop from Tukwila to 272nd, it now stops at Kent-Des Moines and the travel time has increased by 15 minutes one way. These changes now only leave the ST 577 bus as a non-stop from downtown Seattle to the Federal Way Transit, this bus is usually overflowing with roughly 15-25 people standing on the journey. With the Metro changes most people will now try for the ST 577 non-stop bus and will probably cause mass mayhem at the bus stops as everyone tries to get a seat on this bus.</p>
<p>Instead of "deleting" some of the routes/services, perhaps doing cuts by reducing some of the busy routes such as 7 and 36. Do we really need these busy routes in every 10-15 minutes? Can we reduce their services like to 20-25min so we can keep the routes that are proposed to be deleted? It's really upsetting and discouraging for riders of those not-so-popular routes to face the reality that they would no longer have the convenience of commuting via bus/Metro.</p>
<p>I am not confident that Metro is adequately measuring route performance. For a cross town route such as the Route 50 which I use, just counting the boardings could not provide sufficient data for evaluating the value and usefulness of the route serving various (not downtown) destinations and communities. The Alki neighborhood is one of the densest in West Seattle, and yet, I have seen service cut over the years to the point where residents just can't count on public transportation to meet their needs. In 1976 when I moved here, Route 37 operated all day 7 days per week. It has since been periodically whittled away to now only 4 peak direction trips on weekdays and is scheduled for deletion. Yet when I get on this bus, by the time it leaves West Seattle I see very few vacant seats. I wonder then what is the justification for its deletion? Certainly Beach Drive is not a dense neighborhood (neither is Rapid Ride between 35th and Barton and Morgan Junction, but they have great service with few boardings), but all the condos along Alki Avenue have plenty of density that needs transit service. While the Water Taxi can be a great option, the endpoint in downtown is not at all convenient to businesses and shopping, and severe weather or breakdowns can impact the service. If that happens, there will be no Metro Route 37 to use as a backup. It's just easier to give in and resort to driving if you have that option, otherwise no alternative other than sending your kid to school every day in a taxi. If METRO could work with the City of Seattle to ensure a dedicated bus lane for all West Seattle Routes to (1) downtown and (2) SODO Link Station so that our routes do not get stuck in the same traffic as the cars, I bet West Seattle ridership would increase dramatically. But for our short distances and long transit trip times we have inordinately inconvenient transit service.</p>
<p>Route #12 is too important--just cut back on service times, don't cut out this valuable route. In the morning the bus is full of workers going to work and elderly to the doctor.</p>
<p>A world-class city has an extensive public transportation system. If people can't get where they need to go, all aspects of city life and the economy will suffer.</p>

<p>King County Metro has just awarded my company to commend our office for increased use in metro service. I switched from driving to riding the bus to support the idea of using more bus services than driving. However, continuous reductions and cuts in services seem to discourage riders to use the bus services. I understand funding is limited and I am willing to accomodate a different schedule with less frequent service and fewer stops. However, cutting service to a bus route entirely is rather a big change. It will increase my round-trip travel time by 1 hr every day, on top of my usual 2 hr commute (Route 265). The previous reductions in service has already resulted changes in my work hours (thankfully my employer is flexible) and a longer walk to my bus stop (I can accomodate). However, entirely cutting the service will cause a lot of inconvenience and I will likely switch back to driving as I cannot afford such long commute time every day due to my long working hours. With to the limited funding, which is unfornate but we understand, I really hope Metro can consider reducing bus services instead of cutting the service entirely.</p>
<p>I know the 128 runs along the c-line down California. Why can't there be transfer hub in the Morgan and Alaska junction? So you essentially cut up the 128 and make the riders transfer to the c-line at the Morgan/Alaska junction going either SB/NB and then you could have more request service of the 128 instead of running along California.</p>
<p>Once my kid is old enough, the #12 to Interlaken/Stevens will be an amazing resource, fostering independence and wonderful things. Please don't cut it!</p>
<p>I'd love it if you increased the frequency of the 197 and if you made more trips from Federal Way to Seattle. I'd also suggest you *avoid* cutting the stops from the transit center into Federal Way. This route is essential for me. Thanks</p>
<p>I'm concerned that metro wants to cut any type of service on the #14 into Mt Baker. This route has been going on for awhile.</p>
<p>Please consider the routes that large groups of children ride as one of your priorities in examining route changes.</p>
<p>The idea of having the proposed #177 to replace the #192 is totally asinine. The 192 pulls into the Park-n-ride lot and returns us to the lot. A straight shot to our destination and back home again. We do not have to walk down the busy Kent/Des Moines Highway to get to our car. We do not have to cross extremely heavy traffic that travels on the side of the proposed freeway stop. In the winter when it is raining and dark there is a fatality waiting to happen. I am so upset with your agency right now, I could scream.</p>
<p>Seems my route is lucky enough to be unaffected... although many other routes cover my scenario well enough (11, 43, 49) so even if the 10 were affected, I don't think it would be too bad. Work hours are flexible and it's not hard to time when I leave for the bus (so long as the One Bus Away data remains accurate).</p>
<p>Please take a look at the 57 and 56 ridership and see that it is well used and takes cars OFF the road at peak times. It's a small bus sometimes, and people stand but all of us don't want to drive our cars and add to the mess that is Seattle commute traffic.</p>
<p>Why not have a backbone and introduce some legislation that calls for funding to be increased along with community outreach and visibility about the situation?</p>
<p>If the 25 goes away, can the 43 turn off 24th and go down 19th, to Lynn, to Boyer, back to 24th? There is no electric grid, so it probably won't fly, but putting one in would help service this area more without the need for the 25 anymore. It would be odd to have an area with a one mile radius, and nearly 2 miles from downtown, with no bus service after the 25 goes away.</p>
<p>Cut back on your administrative staff. Make your buses run ontime.</p>

<p>The guidelines state that ridership is down on the Route 57, but as a near daily rider that is not my experience. The total number of trips has been cut and the route no longer serves SODO or Pioneer Square, so I do not believe the analysis is accurate. The bus (only 4 trips available in the mornings) is always full by the time we leave West Seattle.</p>
<p>Admiral already doesn't have a ton of direct service. I love the bus, but really, coming back I have to walk a mile and a half. It's fine during summer but is awful during winter. I don't bother waiting for whatever bus comes up California because it never catches up to me until I'm at the stop I'd get off anyway. You don't want to shift impacts but it seems that WS in general is getting hit quite hard. All this at the same time density is increasing.</p>
<p>Parking is very expensive downtown, but I predict that I will be driving more often if these cuts go into affect. I'm already nervous about bus riding since the driver of the 33/27 on the route I often take was shot a few months ago. These cuts will make an already unpleasant and inconvenient experience even more so. With traffic expecting to increase, decreasing bus service is very short-sighted and sets our region backwards when it comes to having good transit options.</p>
<p>At the VERY VERY VERY least, getting the #8 down to the bottom of Capitol Hill (to where it currently turns on MLK) will address South Lake Union commuters' issue of how to get up and over Capitol Hill. I also know that some bus routes get longer or shorter based on time of day....why not maintain the existing route during rush hour for commuters, then cut back to Group Health during non-commute times? I'm trying to be a good guy by keeping my car off the road; please help me continue to do so. Thanks!</p>
<p>Less transfers for busses east to west, south to west, north to central. To visit a friend in Capitol Hill from Alki (where I live) takes about 90 minutes and 2-4 transfers, depending on if it is a weekday or a weekend. Even when I work in my office from West Seattle, I have to do 1-2 transfers and it takes me an hour (as opposed to 15 minutes). My clients needing services (our organization is near the Central District) can take up to 2 hours and 2-4 transfers. And I don't ever go to Ballard, Fremont, or South Lake Union from anywhere on the bus (and I don't like parking/driving there), so don't venture out past downtown/Capitol Hill. I would love to be able to ride the bus to/from work, and be part of lessening traffic congestion in Seattle. When I lived in England, I took the bus and train to work, to social activities, everywhere. Why would we lessen rather than increase services? Will we have to have "congestion charges" like they do?</p>
<p>The central district has been inexcusably neglected by transit planners. The first hill street car goes on Jackson and Yesler to 14th and then turns north!!! So it connects the Broadway light rail station with the international district light rail station. A ridiculous example of unnecessary duplication of services. And the last thing that is needed is more transit connecting 5th and 14th on Jackson!! That is one area there are already plenty of buses. That street car should have kept going east on Yesler, that is what is needed. Without that, Leschi Elementary is on Yesler and parents need the 27 bus to get to work in SODO and in downtown. Similarly the light rail goes to Mount Baker and then skips the entire central district. Central District residents need a way to the Seattle Center and SODO area, and rely on the 8 and 4 for that crucial trip.</p>
<p>Keep route 25!!! It is consistently full, especially since the schedule was cut last year. It services an area with many residents who would otherwise have no public transit options.</p>
<p>Limit 25 route servicing to morning and evening commute times.</p>
<p>Cutting services will be create a much bigger problem. Let's not be short-sighted and think about the long term.</p>

<p>Please do not eliminate bus service in Laurelhurst. I am sure other neighborhoods feel equally about their own respective bus service, however, I can only speak for my neighborhood directly. Please be considerate of all citizens in your service area, and do not cut service in areas where it is needed for sake of only providing service to mainline / profitable routes. Thank you for your consideration.</p>
<p>Keep the 128 and by doing so also keep the 21. This really rips into the connectivity that building permits are being issued upon, that neighborhoods have been built upon, that homes have been purchased upon. Give us an extra pay option or a property tax option to keep our intra-peninsula connectivity.</p>
<p>I have observed that West Seattle in general gets the shaft every time transit or other planning decisions are made. North Seattle is catered to in every way because they are rich and make their voices heard. We have HUGE population growth happening in West Seattle right now but we get the first and the deepest cuts. This is completely unfair and is very poor planning. We have greater geographical challenges than other parts of the city but we're the last afterthought of all policy makers in the region.</p>
<p>Cutting the 21 makes no sense. This route is the only one that serves 35th. Yes, the 21x would still run during commute times but it is already overcrowded and will not provide transit during non-commute hours. Many of those served by the current 21 during the day are low-income, disabled, and seniors. Cutting this route will leave them with fewer, far less convenient options. You cut transit capacity in West Seattle last year with the Rapid Ride C. Now you are proposing to essentially gut transit capacity in West Seattle at a time when it is rapidly growing--bringing more riders, more cars, more tax revenue, and less service.</p>
<p>On some of these routes why don't you always use a bigger bus. For example, I used to rely heavily on the taking the 40 from Fremont to Downtown and then back. The issue was always that there was a small bus used and most of the time I would have to wait 3-4 buses in order to even be able to stand. If you have a bus going into Downtown and coming out of Downtown it would seem that you would realize a bigger bus is always needed. I shouldn't have to wait up to 45 minutes for another bus to come. That's when I realized that I could take the 26 or the 28 and get dropped off a few blocks further and still able to get on the bus. These always seem to use the larger buses. I really do rely on these routes and would hope that you can reconsider.</p>
<p>I think you need to give extra weight to maintaining late-night service. Though the number of riders may be relatively few (and thus a tempting target for service cuts) riders at that time of day have fewer options than at other times. For me there are no alternate routes, and waiting for a bus at that time of night does not feel entirely safe and for that reason wait times should not be greatly extended. Also, could you please restore the eastbound 6th/Pike stop for Capitol Hill-bound routes late at night? I understand why it was eliminated during the afternoon rush, but I see no reason buses couldn't stop there after 9 p.m. or so. I asked Metro about this shortly after the change was made, and received no response.</p>
<p>I think you should prioritize moving productive working people around, not crappy teenagers who are skipping school and therefore unlikely to have parents who contribute anything to society and are unlikely ever to do so themselves, not bums, not drug addicts. You could get a lot more people to ride if you kept these antisocial creeps who don't usually pay anyway off the busses. If more normal people rode, more people who cast ballots would have a stake in your funding at voting time.</p>

<p>While I am unable to make the transit meeting in Bellevue, I would like to again state that eliminating 50% of the 214 routes is not going to work. The Park and Ride has a huge number of passengers every morning. Our busses are already packed. I stand almost everyday coming home from work. If I have to do it more often coming into the City, then I will most likely stop using the bus. Please feel free to call me if you have additional questions (425) 466-3733</p>
<p>Most of ridership goes from outlying communities to downtown, for work or sport...or from major community to major community. Currently I live near the end of a route that navigates through many other out of the way areas on it's trek downtown. The bus is fairly full where I get on, and while there are occasionally folks that get on and off enroute downtown...most of the riders on the bus are already on board for most of the ride, which is lengthened considerably due to the meandering, non-direct route. If an occasional direct or express offering was available...I'm sure more people would ride this route...the closer communities to downtown have many other options and are much closer. It's crazy that I can take a bus from downtown and get to Federal Way faster than I can to Burien.</p>
<p>Please help people by encouraging carpools if their bus is being eliminated and there is no good alternative. Rideshareonline, R-trip, etc. are good sources of carpool info and ride-matching. I am opposed to the cuts and believe we should fund transit for the good of everyone who commutes by roadway.</p>
<p>The recent cuts to the 311 have already shifted impacts to other areas. If reasonable service went as far as Avondale and the Woodinville Duvall road it could make a difference. There are no nearby park and ride lots. The nearest is in a back parking lot of a local church, Poorly used if at all now because there is no service..</p> <p>The motto "we will get you there" has always rung hollow. Service cuts have redefined "there". Then there is your weather plan. During inclement weather I really need to rely on you getting me back to where I started at the beginning of the day. Your current plan appears to be nothing more that declaring that this will be :hard to do", throwing up your hands and ending service for the duration...</p>
<p>Every day the number 2 bus is crowded from it's third stop in Madara to the Seattle Center (I don't even ride at peak, I can't even imagine.) I believe that cutting the 2's full route to the center is a grave mistake.</p>
<ul style="list-style-type: none">- Instead of cutting 2 MAJOR and main artery routes (26 and 28) why not reduce runs during off times?- Keep one of the two- These routes are packed and busy, so not sure about the data.- I personally don't work there, but suggest you partner with companies that are pulling in a huge amount of people that are "commuters" on the bus, such as Amazon, UW, etc. and get them to use the buses for their employees similarly to the Microsoft Connectors.
<p>My previous comments speak for themselves--DO NOT CUT ANY TRANSIT SERVICE!!!!</p> <p>Of particular importance is the Route #4, which directly serves residents of this community (and the Lighthouse for the Blind). Many people who use this route CANNOT negotiate the route between either of these buildings and Rainier Avenue South (where the #7 and 48 stop), nor can they get up to the stops on ML King (due to a somewhat long, steep slope). If the #4 absolutely HAS to be eliminated, as is proposed, PROVIDE ALTERNATIVE SERVICE using the EXACT SAME BUS STOPS the route currently uses.</p>
<p>simply put will need to stop using the bus for any of my travel as it will no longer service the college for me to get to/from classes nor doctor or dentist appointments</p>

<p>Perhaps you should consider cutting services during the workday, while leaving services intact for commuters, evenings and weekends. While this would affect some people (the elderly, unemployed, etc.), I think if you minimized the number of trips during non-peak hours, you could manage to save a lot of money without sacrificing geographical service levels.</p>
<p>Do something else except cut bus service. Why can't Seattle try to be the leader in national transit instead of the imbecilies who cut service when Big Bertha is about to start?</p>
<p>Don't take the 47. Look at a topographical map and you'll see that the alternatives involve UPHILL walking, which many cannot do. I and my neighbors will just drive</p>
<p>Instead of completely stopping service on the stretch of Route 271 between Eastgate P&R and Issaquah Transit Center, the number of stops serviced between Clyde Hill/East Bellevue and Issaquah Transit Center could be reduced and the route through Bellevue could be shortened. It is acceptable to have to walk 1/2 to 1 1/2 miles to and from the bus stop, but it is not possible to walk 5 miles to and from Eastgate P&R to my home. The route is too long (1.5 hours minimum on foot), and it is not pedestrian-friendly. The route does not have sidewalks/crosswalks along its entirety. It also requires covering extra ground due to fact that the most direct connection is via I-90, which as a pedestrian I would have to detour around.</p>
<p>consider people like me who sometimes do multi-modal transit (bike-walk-bus), sometimes don't or can't ride, don't always have fixed travel times, won't ride in sub-freezing weather because of safety. My schedule and trip to work is not static and I think that may have been missed.</p>
<p>I know fare increases are supposedly part of Metro's solutions moving forward, but I know there are many people willing to pay more now! Why not also have a voluntary option to pay more for their monthly pass? I believe employees have the opportunity to purchase their monthly/transit fare passes (purses) through payroll deduction and save on the payroll tax. I think that is limited to \$120/month (or \$220, I can't recall). Why not increase the cost of the pass. 1 zone peak is only \$90/month. There are other transit services of this caliber that charge more. Stop raising fares by 25 cents per trip. Be bold. Increase the fare to those that pay cash. Just make it \$5/trip if you pay cash. Figure out a way to work with hotels so visitors are more confident and willing to ride the bus. Reevaluate any discounts that may be in place for employers who use the passport option. Figure out ways to adjust routes. Maybe the 21x or 21 doesn't have to turn into the 5. Maybe there is a different return route it can turn into that is more productive than the 21 back to W. Seattle. Maybe during off peak times the routes with the articulated buses, use standard buses. Maybe west Seattle has more shuttle buses that bring people to the W.S. foot ferry. Maybe that shuttle bus isn't free. Maybe that shuttle bus route increases. Maybe fares are income based? Help residents interested in Rideshare get into vanpools! Support non-Metro carpooling among neighbors. It would be like the individual/private car share "taxi" system that is signified by cars having pink mustaches on them. How can this spread into neighbor to neighbor carpooling?</p>
<p>In the area where I live (northwestern section of Queen Anne), there will not be any service at night or on weekends. The nearest bus stop during those hours nearly a mile away. Metro should serious consider some alternatives for several thousand people who live in this area. What about some limited shuttle service to/from top of Queen Anne along Queen Anne avenue. This service could also be beneficial to businesses, restaurants, grocery stores, etc., so that we don't have to drive to the top of the hill to shop - or catch a bus downtown. Three blocks of trolley line on McGraw St. is all that is needed to complete a loop for the shuttle.</p>

<p>1 - If cuts must be made, I would eliminate the #1 and keep the #2, including night and weekend service. 2 - Remember topography for accessing bus stops. At our address, the map shows the D Line as being a mere 3 blocks away. But those three blocks are all steps - the equivalent of climbing a 10-12 story building. 3 - Look at neighborhood development plans and plan to serve urban-scale new and established construction. Take account of transportation to schools, libraries, grocery stores, neighborhood businesses.</p>
<p>Please do not cut route 193 from Tukwila P&R. It's my way to get to work!</p>
<p>I would like them to come up with as many ideas for additional funding as they have for cuts.</p>
<p>I know changes need to happen and budgets need to be balanced. Transit is a service provided and when cuts are made it disproportionately impacts people living in areas that are far enough away from main centers of commerce that without public transit a person would need to purchase a vehicle or find a different way to get to work, or adjust otherwise. Perhaps you could purchase the app OneBusAway, charge for it (perhaps monthly usage) and use the revenue from that to maintain service that you currently offer. I would pay for OneBusAway if it became a subscription service. I would pay ~\$15/20 per month for it if it meant I could keep the 66/67 lines running as they are.</p>
<p>Any assistance making arrangements for parking (at least on weekdays) in shopping centers etc. along the remaining transit routes would be helpful since it appears we may have to drive to reach transit.</p>
<p>Please do not change the time windows for which the 21X is available, as some of the other routes are. If there are fewer trips, just space them out in the current window of service.</p>
<p>The current transit system is near capacity every day, therefore reducing service will harm transit riders in multiple ways. First, reducing or eliminating bus routes will cause more people to drive instead, further clogging our overwhelmed roadways and causing even more service delays. Second, reducing or eliminating bus routes will place an undue financial burden on those persons who cannot afford other means of transportation, but will be forced into other transportation options. Third, the bus routes that remain open will be completely over capacity, causing more delays and decreasing interest in riding the bus (who wants to be packed in like a sardine?). As I said to answer the previous question, these cuts will make the negative aspects of riding transit outweigh its advantages.</p>
<p>Keep the DART 913. It is heavily used and the additional walking and waiting required if one were to use the 150 instead would be intolerable for 1/3 to 1/2 of the riders.</p>
<p>At the north end of route 3, I understand the proposal is for the bus route to be changed to follow the route 13 bus to SPU. SPU is already well served by the #13 bus. I understand the #2 bus is also proposed to switch to the #13 route at its north end. This does not make sense. Simply re-routing the #3 does not appear to save money either, unless capacity is also intended to be reduced. But the #3 bus is already frequently overloaded going from QA to downtown in the morning so capacity should not be reduced. If the purpose of this change is cost savings while optimizing bus service in my area, the change does not seem to satisfy the objective. Please leave the north end of the #3 on its present routing. If it's necessary to reduce frequency to some degree to reduce cost, OK, fine, but I hope any such change would be temporary.</p>

<p>Necessary changes to better service:</p> <ol style="list-style-type: none">1. All bus drivers should be required to take the carpool lane when on the freeway.2. No route should be longer than 60 minutes to the final destination.3. Stop putting up informational stickers on the windows to block the view.
<p>I understand the urge to cut low-performing routes. This is similar to letting go of degraded habitat because not very much wildlife lives there. However, there is often a greater benefit to having a diversity of habitats that sustains the system, versus focusing on the highest-producing populations. Likewise, any reduction in service to low-performing but critical transit lines - for example, where a farther walk is not a substitute, or a later departure, etc. - reduces overall stability of the transit system by losing ridership versus retaining ridership but asking them to suffer a bit more.</p>
<p>Sorry you're going through this, Metro. I come from Dallas, and we had/have a superb public transit system there. It's odd that King County, as environmentally conscious as it is, can't hold a candle to the service in Dallas. That being said, you do a great job with what you've got (and of course, Dallas doesn't share King County's topographical challenges either).</p>
<p>The 66 is a very popular route for commuters to Eastlake and downtown from the north end. What about instead of deleting it altogether, making a commute-time only bus? Run it 6-9am, and 4-7pm, and delete the daytime runs? Or, alter the 73 to go down the east side of Lake Union on Eastlake or Fairview - so that there is some way to get from Northgate to Eastlake without having to transfer in the U-district. There is very poor access along that corridor past the U-district from the North end, and the change to the 355 and the removal of the 66 will make it much more difficult and time consuming to get to my work (Fred Hutchinson) and back to Northgate (to where I drive from Broadview where I live).</p>
<p>Please consider adding an earlier run for a few of the buses going to downtown Seattle. Myself and several of my coworkers would take advantage of this if it were available.</p>
<p>I think that cancelling the #12 route is a bad decision because so many people use it and it would affect people trying to travel down Madison St. in the morning & afternoon.</p>
<p>Recently the # 39 stopped going to the VA hospital. An awful decision. Now 28 service I cut in our neighborhood. Discouraging. We need an income tax to support infrastructure like transit.</p>
<p>I believe there needs to be an extensive marketing campaign to shift funding to keep Metro at current or increased levels. We live in one of the greenest cities in the world where people value and support mass transit. These people just need to be mobilized through effective leadership. Reducing and eliminating bus routes is counter intuitive in an era where it is imperative that we reduce the numbers of cars on our highways and roadways. I truly believe that the public will is there to support Metro, it just needs effective leadership to bring the voices of support (and their tax dollars) together.</p>
<p>Route 12 is very full during the week & I am not sure how we will all fit on Rt 43 - the only other option for me to get into Seattle. Along with a lot of other students. I can not believe we can all ride 43.</p>
<p>State income tax! Fare increase - seniors (most) could afford more than \$.75! Need \$ to continue subsidy for tunnel mitigation until project end.</p>

<p>Use a smaller bus during non-peak times on those routes where you know ridership is steady but low. Look at alternating sections of the routes during off-peak times that can be removed for part of the day but not entirely so there is at least some option of using the route.</p> <p>Look at balancing the steady ridership in areas of "low percentage of minority and low-income residents" with that in the high areas, without assuming all people in "high" income areas can actually afford the costs associated with owning a car or other forms of transportation and rely on the bus service and an affordable means to get around. There are quite a few people in my immediate area that aren't "high" income even though we're very near a higher income area.</p> <p>Look at other transit services in the state that are running efficiently and ask them what they're doing right.</p> <p>Renegotiate contracts with suppliers to get a better deal (I know that this is entirely possible and has happened successfully in our state, saving thousands.)</p> <p>Review and tighten inventory controls.</p> <p>Prove you're getting the most out of my dollar before requiring more.</p>
<p>For seniors, it's difficult, living in the neighborhood for years, needing to walk long distances to get to a bus, poor transfer connections. Takes long time to go anywhere.</p> <p>My husband commutes daily to SODO. First 22 stopped, so walks from 20 feet from house to 6 blocks with hills. He is constantly waiting long for buses that break down, get flats and sometimes hours from SODO to West Seattle.</p> <p>Encouraging people to ride bus more but offer less options and transferring 2-3 buses to get anywhere and the lack of sync in connections, miss one, wait another half hour or more.</p> <p>Buses do not serve the area previously served by 22, changes seem to serve areas where there are transient live in concentrated areas, not residential neighborhoods. Making it hard for seniors to get around. Able bodied seniors will be forced to move to senior centers or use other modes of transportation.</p> <p>There is no way to take a bus from Thistle Southern/Rose - 39th SW, 41st SW area to get to a bus stop - 21 doesn't go - have to either go to Westwood first or walk to Morgan St. Junction.</p>
<p>Look at cuts to the non service spending-- like the TV comerrical I saw last night promoting KC Metro as a great transportation option. Nice commercial, but no buses running in the neighborhood.</p> <p>I think the bus operators do a great job and should be promoted as the Metro stars-- not just a cost to be cut. Keep the drivers and mechanic and cut some of the glitter to save service hours.</p> <p>Dismanteling the public transporation system is one of the mistakes Detroit made that lead to the downfall of a once great city. I don't want Seattle to make the same mistake.</p>
<p>THESE CUTS ARE RIDICULOUS!</p>
<p>Ridership is way up on route #304. Cut it and you'll lose many Shoreline area riders.</p>
<p>Forcing commuters to use private vehicles instead of using public transport should be avoided at all costs.</p>
<p>Please consider keeping the 66 and 67 as peak commuter trips only. Forcing people to walk a mile to catch the bus or take a milk run shows that you don't value your customers time at all.</p>

<p>Generally, bus service in the metro area is fast and easy if you are travelling North-South. If you are travelling East-West, it is slower and more difficult. This is because E-W routes attempt to cover more population clusters on a single route. For example, the 31 covers Magnolia, Interbay, SPU, Fremont, and Wallingford before going to UW, making the route at least 50 minutes from Magnolia village to UWMC. (Not including walking time to and from the stops.)</p> <p>Also, a couple of years ago Metro changed the schedule for the 31 so that it leaves Magnolia Village 10 minutes later than it used to. This means the bus doesn't arrive at Stephens Parkway (the stop for UWMC until on the hour or half hour, (or close), making me late to punch in for work. Also most UWMC employees change into scrubs at work before their shift, so we needed those extra 10 minutes for that. Yes, I could take the earlier bus, but then I would arrive for work at least 1/2 hour early, and have to wait around. Similarly, if I get off work at 5:30, and change out of my scrubs, and walk to the bus stop, I will miss the 5:37 bus and have to wait until 6:23 for the next one. This means I don't get home until 7:15, even though I was off at 5:30, and only live 10 miles away.</p> <p>These are 2 examples of why ridership from Magnolia may be lower.</p>
<p>Cutting out the #12 will eliminate the possibility of many of our students at HNA will not have options for riding the bus, as the 43 basically goes into a different area of downtown Seattle. That means for drivers parking in the neighborhood and more drivers in general, which we are trying to eliminate.</p>
<p>Please take into account that my answers to 18-22 are skewed (in a positive way) because you would be eliminating one of my routes. In reality, they are negative answers.</p> <p>You have taken away all of my bus options to Northgate Transit Center and downtown without walking 1-3 miles. How am I supposed to get to work? Are you telling me that nobody in my neighborhood needs to go downtown or to the U-District? Why would I start using LightRail when it's available from Northgate Transit Center if I can't get there?</p> <p>Consider other ways of making your business more efficient (I've suggested a couple but I'm sure more business savvy people could come up with many more). Consider running routes less often rather than eliminating them altogether.</p>
<p>Doesn't metro have an obligation to serve the UW? How can it serve a state institution when the bus cuts eliminate riderships?</p> <p>Also, there has been a lot of money spent on the rapid ride A-line. Most riders on the A-line are NOT paying when they enter the bus. The doors open and the rider pile on in the back of the bus. I know because I have asked the driver who is paying the fare, and he tells me, "No one is paying." If fares are a large part of the revenue generated for metro - you would think metro would guard this funding by having everyone pay as they enter as I do.</p>
<p>With new bus routes I will go from 1 bus to 3 buses daily since I'm a county employee.</p>
<p>What are you planning to do about the parking at the transit center? What are you planning to do about people's safety at the transit center? How are you going to address the car theft at the transit center and how are you addressing standing room only on the buses? Standing from Federal Way to Seattle !!?</p>
<p>I cannot walk the long distance or way up the steep hill which would be required with using the alternate bus route. It's way too far away, too long a walk. This whole thing is terrible and should not happen at all.</p>
<p>Please keep the current entry & exits to and from the freeway at Spokane St. the busway. Please do not change it to Seneca St.!!!</p>

<p>Maybe an idea would be to streamline buses instead of discontinuing them. Some routes are 15 mins. apart that can be changed to every 30 min. Maybe giving a good haircut would be better then cutting our options.</p>
<p>Well I sure hope that they don't change things, because a lot of us like the buses just the way they are.</p>
<p>The Central area is a poorer area, especially along MLK (Union to Madison); Too convenient to cut poorer neighborhoods. The number 8 is usually standing room only and very busy; I don't see how you can cut it from Union to Madison. It's too far to walk b/c I live between the two streets so either I walk to Madison (a number of walks) or try going up the hill which is a hardship, not just for me but for elderly in the area. Then, on my way home, am I now supposed to walk from E John? Totally unreasonable.</p>
<p>Route 121 is currently on a very limited schedule anyway. In my experience, the vast majority of the people riding it south get off before taking the bus all the way to Burien. I am aware of people riding it from the south to get off in the same area for work. There are already few options for reaching these areas in any other way, particularly since the routes on 1st avenue were shifted further east to 4th avenue (a not insignificant distance overall). Maybe turn it into a shuttle route from downtown to the E Marginal Way/1st Ave S corridor? At least people in Burien could go to a transit center to get downtown, but there's no other way to get to this area. I'm also extremely worried about the Veterans who have to use the VA services that have moved to Federal Center South on E Marginal Way. I know there's a gentleman in a wheelchair who I've seen many mornings making this trip from downtown to FCS. I don't know how he gets home after that, since the 121 ceases to run. It's no wonder more don't take the bus due to this inconvenience. I can only hope that they have family or other services to help them and are not having to pay for a taxi, since King County is failing them in this regard.</p>
<p>I want to express thanks to Metro for working hard to inform King County citizens and protect our most vulnerable community members from the effects of these cuts. I understand that these cuts are more a result of state-level politics than mismanagement of local transportation agencies. The next few years may be a difficult time for public transportation and those of us who depend on transit in our region. However -- I write to you as a 25-year-old with a master's degree from Stanford who is involved in Washington politics -- I can say that I feel hopeful and confident that my generation is bringing forward a time of progressive, transit-oriented policies that will improve quality of life and economic health in King County and beyond. No matter what happens this year, things will get better! Happy holidays.</p>
<p>To help prevent climate change, we should be increasing bus transportation options, in King County, not decreasing them. Thank you for your consideration.</p>
<p>All the routes in West Seattle are being eliminated. There is no way to get to/from Sodo or Downtown easily. The city should be promoting public transport.</p>
<p>I'd like to see King County Metro consider delaying East Link since it seems like a very expensive way to serve commuters on a cost/rider basis. Given the current shortfall, it seems strange to prioritize long-term light rail when the community is unwilling even to financially support existing levels of service. Also, I would like the King County Council to consider whether there are any options for privatizing some elements of the Metro/Sound Transit route system that would reduce the costs associated with having Metro buses staffed by public employees.</p>

<p>If the 542 serviced Northgate, I wouldn't be as disappointed about the 242 being deleted. There should be a route that provides service from at least the Northgate P&R to Redmond/Overlake P&R. Can you influence Sound Transit to have the 542 to start/end at the Northgate P&R? That would soften the blow.</p>
<p>Is the Rapid Ride generating enough income to justify the expenses? That money might have been better used to maintain existing routes. I waited for my bus Weds. Nov. 27 for about 15 minutes and it must have come early that day, but in the time I saw 3 Rapid Ride D(?) to West Seattle and there were not many people getting on. Really, 3 busses in 15 minutes? That cannot be cost effective.</p>
<p>One significant problem is the transition from east/west routes to north/south routes. I find that service is good east to west and north to south, but not north to west or south to east, etc. Wait times and travel times are longest when transfer from a north/south route to an east/west route is required.</p>
<p>Losing the 242 would mean there is no way to get from Shoreline to the 65th street park and ride, which is the closest stop from which a bus travels to Redmond. If there was some way to get from the 155th street area to 65th st park and ride I could probably still commute on Metro everyday.</p>
<p>Maybe you should keep the 235 and the 238 because no one will be able to get to Lake Washington Technical College or to any part of the Totem Lake neighborhood in Kirkland.</p>
<p>Don't make it unbearable for people to ride the bus to work. Cut routes that don't serve the downtown core first, since most people need to get there or through there on the way to work.</p>
<p>I would like to see Metro continue efforts to consolidate service and provide a good backbone system for reliable and swift travel between common hub destinations.</p>
<p>Stop penalizing the NorthEnd of Seattle. We need the #74 and the #30, especially. You are going to lose thousands and thousands of dedicated bus riders. They will all start driving to work. Most will not carpool. I, for one, will not carpool. I will drive by myself to work everyday if my routes are cut.</p>
<p>If rout 68 & 67 are essentially duplicates- why not only cancel one of them?</p>
<p>Increase the fare! I don't understand why increasing the fare impacts poor communities more than eliminating their bus service. If I had to pick between finding more money to pay for the bus versus finding another way to get to work/shopping because routes are being eliminated, paying the increased fare seems to be the lesser of two bad choices.</p>
<p>I believe you are playing a game, to try to get people to pressure the State into funding you after June. I feel like we are being held hostage... and used as pawns in your game... makes me not trust anything you folks are saying or doing.</p>
<p>You need to charge more for the service. Why are you impacting me and also asking for more tax money at the same time?</p>
<p>The morning commute becomes standing only when heading to downtown. I would hate to see the lines reduced and buses packed even more so without a chance to even make it ON to the bus.</p>
<p>please DO NOT eliminate the 12!</p>
<p>Keep #12 running north of E. Madison.</p>

<p>The future demands more not less mass transit. Period. Problem-solving solves a problem. Vicious circles creates more problems.</p>
<p>Walking may be a better alternative. That's why I bought a house 3 miles from my workplace. But this is *not* a solution for most. I've ridden the bus recently to get to Valley Medical Center from North Seattle. That was an eye opener and pretty depressing. I'll gladly write more people to somehow show my support for bus transportation.</p>
<p>167 is the only bus route that provides a direct way to get to and from Renton and the UW district without having to transfer. It provides a way for students the get to class, staff and employees to get to work, and patients a way to get to their doctors appointments. My eliminating this route, many will have to resort to driving on our already congested freeways. I have tried using alternative routes, but that adds on at least an hour of commute time each way and is no longer convenient. This route only runs 4-5 buses in the morning and afternoon during peak hours. It was stated that this bus is "lowest performing peak-period-only routes in Metro's system" however for those who actually ride the bus it is incredibly busy. Most, if not all the time there are passengers standing on the bus. Often, the bus drivers have to get passengers to move back in order to make room for more passengers. I think increasing the fees for having to own and drive a car would make sense as it can decrease incentives to drive and increase incentives to ride the public transportation. Thank you for your time and consideration.</p>
<p>Our use of Route 12 is relatively new. Our boathouse recently moved from a location at 11 East Allison Street to 2520 Westlake Avenue North. For the last 10+ years, our athletes have used bus routes through the UDistrict, but starting mid-November they are now traveling through downtown on the 12 and transferring to the 40 to connect with Westlake. Currently we probably have 20 students using these routes, but come February I expect that number to go up to 40-50 with the competitive rowing season. I hope there is time to evaluate this new increase in ridership before eliminating the 12 on 19th Avenue between East Madison and East Galer. Thank you!</p>
<p>It makes ZERO sense to completely cut the 26/28. These buses are PACKED (standing room only) during peak hours, wtf were you thinking with this?</p>
<p>Please consider travel time, traffic congestion, and preserve the routes that are standing room only at peak times. Aurora Avenue and Third Avenue is a disasterous change for 355 riders.</p>
<p>The C Line was the worst thing Metro ever did. It is unreliable, overcrowded, and the bus stop at Fautleroy and California messes up with traffic when it's busy.</p>
<p>If the portion of the 131 and 132 through the Central Business District were cut, and the routes terminated at ID Station, the service hours saved could be used to save afternoon frequency and evening service. Having the routes start at ID Station would also do wonders for on-time performance.</p>
<p>Leave the 12 bus as it is!!! By making these changes you are affecting everyone's lives because now they have to change their whole transportation and as an affect you will lose money because you will lose riders!! Also, why would you change so many buses at once, now after these changes are made people will be lost because there are so many changes at once. Why won't you gradually change the stops, instead of changing them all at once, there will be less confusion and frustration on both sides!!!!!!!!!!!!!!!!!!!!!!</p>
<p>Please continue service for the #12 bus on 19th street!!!</p>
<p>Please don't cut the twelve all together! It would be better if you cut down the amount of service, and don't drive during the 9-2 hours!</p>

<p>I know for a fact that Bush students, Holy Names Academy students, St. Joe's students, O'Dea students, and Swedish workers rely on the #12 bus. I, and all of these people, both young and old, strongly wish you to continue this route. Thank you for all of your service, a #12 bus rider</p>
<p>The service guidelines do not take into consideration the needs of students. The #12 bus serves 6 schools: Seattle University, Seattle Central Community College, Seattle Academy, O'Dea, Holy Names Academy, and St. Joseph's School. If #12 service cuts are necessary it is recommended that service frequency is maintained before and after school. It is also worth noting how many clinics and hospitals are serviced on this bus route. Not only do employees need the bus to get to work, but patients need it as well.</p>
<p>Please modify the cuts so that there is SOME bus service on 3rd St in Kirkland. I live near 3rd St and 9th Ave. For more than 30 years a bus has served this street. A number of residents have moved here or been able to continue living here because of the bus, including the low income senior apartments near 7th Ave. I know bus #236 doesn't get so many riders during off-peak hours, but the number has increased. It would be OK to cut back the schedule--just don't remove all service. I can't walk over to Market St or down the steep hill to Kirkland Transit Center. Could some of the Market St. buses run on 3rd St? The #255 gets stuck in downtown Kirkland traffic eventhough it makes no stops apart from KTC. A stop for 7th Ave. & 3rd St would let us skip walking the steepest part of the hill, even if that bus turned over to Market St. Anyway, most #255 riders who use stops on Market St. live east of Market.</p>
<p>Metro deleted the regular 17 route & replaced it with a route that is unreliable, undependable & does not connect to the Rapid Ride so people stopped taking the bus. The 61 is 8-11 minutes late. When it is rarely on time, the schedule is set up so we just literally miss a transfer to the D, we can be at the stoplight at 15th & the D is at the bus stop so we miss the bus or run across red lights attempting to catch</p>
<p>In the bigger picture, why not concentrate more on bus riders than doing surveys and funding for Green Ways and bike routes when there seem to be the greater need for bus service for youth and senior citizens.</p>
<p>Raise taxes, keep the buses going.</p>
<p>keep the 12. the easter bunny will shed tears if you gert rid of the 12</p>
<p>It is imperative that metro take into consideration all ages, not just adults, but students who rely on the bus to get to and from school.</p>
<p>the 554 and 214 as of now travel almost identical routes, with the 214 not stopping at Mercer Island and Eastgate, but otherwise nearly the same. Maybe cut one of these and have the bus that continues to operate stop at Eastgate freeway station and Mercer Island park and ride</p>
<p>It will be ridiculously difficult for myself and many of my schoolmates to get to school if Route 12 is deleted. My commute is long enough already, and I simply don't know what I will do if the changes are made.</p>
<p>Please do NOT cut service between E Madison Street and E Galer Street on the #12 bus route.</p>
<p>Please keep the number 12 bus. With this bus I can transfer and 3rd and Seneca. (Which is safer for a 17 year old girl) and I know that every time I take this bus after school it is packed with students. I do not know where all of these students will go if this bus is eliminated, they cannot all fit on the 43.</p>
<p>Many students from Holy Names High school ride the #12 bus before and after school so they will be very affected by the elimination of the 12</p>

<p>Identify major multiple transfer routes (e.g. Auburn -> Kent -> Seattle -> U district) and design a more efficient schedule that minimizes wait time between transfers. Ex: buses that go from neighborhoods to a transit center arrive at the same time, then buses that leave transit centers that go to other transit centers leave very soon afterwards, then those arrive at the next transit center before the buses that then go to neighborhoods leave.</p>
<p>909 and other king county drivers a great</p>
<p>With the changes I may be able to use the B Line to ride to Overlake Transit or Redmond Transit Centers to transfer, but I live over 1 mile from the nearest B Line Stop at either NE51st St or NE Old Redmond Road. Those stops are 20 blocks apart. Please re-use the existing stop at NE 61st, which is currently used by route 245 or route 265 and add a B Line stop there, too. Metro would not have to build a new stop, only add signage and add it to the B Line route map. The new stop would still be 10 blocks either direction to the next nearest B Line stop. Many existing stops are every 5-6 blocks except this one section through a residential area on 148th Ave NE. Thank you.</p>
<p>Due to buses not running late, it can be hard for me to get home sometimes. Instead of using the bus, I end up biking 6.3 miles home.</p>
<p>Ending the 372 service at Cascadia will only save 15 minutes each day for Metro, when it will save countless riders hours each week if it continues to go all the way to Woodinville.</p>
<p>Make sure that everyone who lives or works in King County understands that good transit affects the quality of everyone's life, even for those who never ride transit themselves.</p>
<p>Is there a way to instead of canceling routes all together. Make one trip early morning so people can at least get to where they need to go. They may arrive hours before they need to, but at least they get to their destination. then do the same in the evening. Just two trips a day. Wouldn't be convenient but it would serve the need.</p>
<p>Have route 9 loop in Capitol Hill Area (including Group Health and Swedish Cherry Hill) and extend it south to Renton via Rainier Ave with limited stops. Terminate 106 in Skyway area with a loop instead of Renton. Get rid of 107 and extend 105 or 148 north to Skyway where it will make a loop. Connect 240 and 169 as one route, use Main Ave through Renton instead of Rainier Ave. Main has more social and regional services, Rainier is nothing but big box retailers, car shops, drive throughs, and other car oriented businesses. Main Ave has court house with all kinds of regional services in the building, and few blocks north there is a library and another tall building with social services in it.</p>
<p>I don't see how eliminating the route through Bellevue College will help. This will just cause more congestion on 148th with people getting on and off the bus. Bellevue College is the 3rd largest college in the state with many employees and students using the bus. So changing the service through the college would be very disruptive.</p>
<p>The cuts proposed would be difficult, will frustrate current riders, and will NOT allow Metro to serve more riders, but they seem to be making the best of a very bad situation.</p>

<p>The Seattle Metro System does a horrible job advocating for itself. I suggest the Metro engages the public in a fundraising campaign, that includes social media and mobile app outreach activities. I know many Seattlites who are interested in purchasing ORCA cards, for example, but have little idea where to purchase one or what the benefits of an ORCA would be. This is an informational problem that can be solved with effective digital advocacy.</p> <p>To go into a bit more detail, there is plenty of room for Metro to expand its influence invest in social media channels. While this includes the normal channels, like Twitter and Facebook (the Metro Facebook page, for example, has a pathetic following of about 1,600 people), Metro has very little penetration in other channels, such as Instagram, Pinterest, and Snapchat. Metro could offer promotions, such as a free day pass, for following a social media page, or for subscribing to an email list (Email lists are still a popular and reliable way to engage an audience). The possibilities here are numerous and the potential gains are considerable.</p> <p>But perhaps more lucrative, Seattle Metro has a monopoly on bus transit information (with perhaps the exception of Google Maps). I don't think that should be taken lightly. An informational app, much like the independently developed One Bus Away app, could include purchasing options for ORCA cards. An app could also generate revenue through advertisements as hundreds of thousands of users download these apps for information that Metro exclusively maintains.</p> <p>Ultimately, Metro should be looking to expand and promote itself. Cuts to make ends meet are exactly the wrong policy. If Metro invested into digital marketing and advocacy, Metro could increase ridership and revenue, with the added benefit of improving transportation for all.</p>
<p>Has Metro considered how to minimize the amount of miles empty buses travel "returning to base"? I seem to see a lot of buses traveling the freeways and bridges returning to base. Why not treat these as special "express" buses to downtown Seattle, Bellevue, etc so they can carry riders on these "one time" routes instead of running empty?</p>
<p>As a transit dependent worker who commutes 4/5 work days at off-peak hours (and 2/5 on weekends, I have only 1 weekday peak commute) I am fortunate that my route isn't going to be drastically reduced. I'm concerned about the impact that the service reduction will have on the entire system.</p> <p>If service is reduced my bus is more likely to be unreliable. I need to know that the bus will be at the stop approximately when it says it will in order to accurately plan my commutes. My bus won't be at a different location, and wont take longer, but it will be more unpredictable. I can't park at my workplace, don't own a car, and don't plan to purchase one. My ability to do my job depends on reliable bus service.</p>
<p>Do keep at least some direct options for the 264 route between Overlake & Seattle - this is the only direct service on this route and it is well supported!</p>
<p>Please do not take away the 193 Tukwila P&R. There are at least 40 people each run in the morning at this stop. There aren't any proper alternative options to this route.</p>
<p>I have long felt that the current routes don't make sense. There are too many special cases, one-off additional routes, or "rapid" rides that make more stops than a normal metro bus.</p>
<p>fair and equitable</p>
<p>The roads are already clogged with cars. More cars and less buses makes no sense except to the expensive parking garages in downtown seattle which are already full. Who is running the show there? they should be fired!</p>
<p>The 26, 31 and 32 are crucial to my day to day functioning.</p>

<p>The 522 Sound Transit comes down Lake City Way. Could an additional stop be added to that bus route at 85th Ave/20thSt. Or maybe have the 522 stop at 85th only during the times that Metro 306 and 312 do not run???</p>
<p>I used to live essentially at 23rd & Madison. I am VERY concerned over the reduction in the 8 through the Central District. I may have lived in CapHill, but I CONSTANTLY went down into Central District. Without that 8, my year in CapHill would have MISERABLE. Additionally, the 12 was used constantly to get back home from downtown. My former neighborhood may have a ridiculously high average home value for its zip code, but the people on my street are decidedly not well off. They're ability to get around without it being clear they cannot afford a better mode of transportation will be completely eliminated with the proposed cuts.</p>
<p>The proposed removal of route 26 will leave much of Wallingford without a good option for a bus route to downtown, particularly on weekends and in the evenings, when the 26X will not be available. Many residents of the neighborhood will have to walk up to 1/2 mile uphill to get to or from their new bus stop, which is difficult for elderly or other individuals who have difficulty with mobility.</p> <p>Safety is also an important concern. The current route for the 26 extends through residential areas, with bus stops in areas that feel safe due to proximity to numerous houses with street-level windows and doors. The proposed weekend/evening alternative is the 16, which follows Stone Way N, a route that is largely populated with businesses that operate during weekday business hours, while the limited residential development is restricted to condos and apartments located above ground-level businesses that also operate on a 9-5 M-F (or similar) schedule. The lack of street-level residences along this route and the existence of entire blocks of empty businesses has long made this street a place that pedestrians avoid after dark. It is not a good location for the lone night/weekend route for the residents of this neighborhood.</p> <p>One possible alternative for a north-south route is Wallingford Avenue, which is a much safer street after dark. Bus stops on this street may be more likely to draw transit users on weekends and at night, since businesses that are closed evenings and weekends are less likely to be a source of transit users. This residential street is also located closer to the center of the neighborhood, allowing a larger number of people to walk a shorter distance to reach the bus.</p> <p>East-west alternatives at the south end of the neighborhood include N Pacific Way and N 34th Street, which may also be a route to consider when the new light rail station opens at Husky Stadium.</p> <p>On a separate note, it was difficult to judge how the proposed changes will affect my use of transit when full route maps are not shown on the King County Metro website for all proposed alternatives--and only portions of the routes are shown. (For example, what route will the 16 follow through downtown?)</p> <p>Thank you for the opportunity to comment on these proposed changes.</p>
<p>Transportation methods are changing within our communities, and our legislature refuses shift their focus. Younger generations are finding alternative methods of transportation and moving away from driving. We're increasing living in more densely populated, urban areas where it make no sense to own a vehicle. Many of the current commuters are older adults living in suburbia & commuting into the city for work. Instead of building additional lanes for them, we should expand metro service in the city and look for high capacity transportation option to build along major commuter corridors.</p>
<p>Why not triple the amount of Rapid Ride routes on the Eastside? That should help out everyone else...</p>
<p>Eliminate the ferry district that serves a limited number of citizens and repurpose the money to the needed buses.</p>

<p>Make sure that the planners are actually riding the proposed route changes on the same sorts of buses that the routes will be using. I think they need to have a better understanding of the situation.</p>
<p>Reduction in service won't encourage new riders to change commute habits. If we have less commuting options via public transport, more we have to wait in bus stops and transit centers. That won't help to improve traffic on our congested roads.</p>
<p>Overall, the 205 bus is a very popular bus, and serves a lot of people. There are a few of the times that this bus is offered that could be decreased that may make it more efficient to keep the 205 route running. In the morning, the 205 runs at 3 times (about 6:52, 7:41, and 8:48). The first two runs are very popular (and often times may have standing room only). The last run is popular as well, but may not get to be as crowded. At night, there are a few times (1:50, 2:50, 3:50, and 5:40). The first two runs tend to be much quieter, whereas the last one (especially the 5:40) is very full. If anything, the first two runs could be scaled back. In addition, the 205 could end at the Mercer Island Park and Ride, rather than going all the way around the island. The 201, 202, and 204 routes could help pick up passengers that need to get to the south part of the island from the Park and Ride.</p>
<p>I am a student and leave in a neighborhood close to school, many students leave here. Cutting bus routes will affect my educational plan and may end up missing school or move out of the area. As students, we move close to the school because it is affordable and accessible to the bus line because most of us can not afford cars. My suggestion is to limit hours but not cut routes that exist because they might not benefit a whole population but a community. Thank you!</p>
<p>If route 250 is cut, the best alternative would be for me to drive to the Overlake Transit Center. However, the parking is already limited. Therefore, my first recommendation is not to eliminate the 250. My first alternative is increasing parking available at the Overlake Transit. I would add that I appreciate the efforts that I have seen made so far. There have been two significant changes recently made to route 250 (re-route and reduced schedule). Although they have not been optimal for me, it has kept the 250 as the best way for me to get to work and resulted in the bus being at capacity virtually every day.</p>
<p>Put smaller busses on the roads for non-prime commute times. Increase service frequency so that people find the bus more convenient. Consider the impact of growing urban centers building apartments and condos with limited parking (such as West Seattle).</p>
<p>I would extend the route from Skyway through Downtown Seattle. This would help residents who need to get to downtown Seattle, get there sooner, rather than have so many of them get off the 107 or 106 at the bottom of the hill only to wait for another bus. The current route is a nightmare. I like that the new route goes a bit closer to downtown but it is not there yet. The passengers will still need to take another bus.</p>
<p>Please consider that even though the buses may not be FULL people still rely on them for daily life. I will have to really look at if it is worth working at my current job if the proposed changes take place</p>
<p>perhaps more elected officials should become regular bus riders to evaluate the impact</p>

<p>It will really help me personally if you eliminate the 269 route, to allow the drivers of the 216 to drop me off at the NE 40th stop off of 520 with my bike if they are going back to base. Some drivers will do this, some won't. I am not sure what the rules are. But if you allowed this, then I could at least use the 216 as a sub for the 269. Unless, of course, you have service cuts to the 216, too - which I'm less familiar with.</p>
<p>All routes to Bellevue college should remain the same, no reduction should occur</p>
<p>Need more, not less service to/from and around Issaquah and up into the Issaquah Highlands neighborhood. PLEASE do not remove the Bellevue College on campus stop. My daughter attends there and I teach there. Both of us use transit and have noticed many disabled riders who would be hurt by this change!</p>
<p>If we had real leaders in Olympia, rather than short-sighted budget cutters, this survey would be about how to invest most cost effectively in additional bus service. The legislature should think holistically about our transportation needs and the very real costs of cutting bus service that will further reduce the state budget.</p>
<p>I cannot conceivably believe that it would be a good idea to cut service in the dense areas of Seattle. Unless you want to downzone many areas, and limit microhousing, the quality of life will be substantially altered. Most people will take to the road with their car, if they have one, choose to move further from Seattle for cheaper living costs since they will need to drive anyway. So much for a liveable city.</p>
<p>I am lucky - my route 303 will not be impacted</p>
<p>Cutting routes 202, 205, 211 has consequences that have not been fully appreciated. By eliminating these routes, there will no longer be any DIRECT routes to Seattle HOSPITALS. Metro riders will have to transfer buses at least once, walk at least .5 miles up a very steep hill. That is impossible for many disabled, elderly, people with mobility issues to manage. Often when a person is visiting a hospital they are not 100% well. Now you are making them walk up a steep hill after a significantly longer bus ride that included transfers that could be confusing. Cutting buses that provide direct access to hospitals is discriminatory and offensive. Metro & members of the Regional Transit Task Force need to look closer at the consequences of route cuts.</p>
<p>I would look into cutting stops or routes used only for recreational trips, not ones that service colleges.</p>
<p>Create bus only lanes. At least if we are packed like sardines, you can minimize the torture.</p>
<p>eliminating routes as is being done with the 66, 68, 72 has the greatest impact. I'm in Lake City and go through the Northgate Transit Center and University District round trip, 3 or 4 times a week. We don't need 4 AM buses anywhere. The 72 is essential for Nathan Hale students.</p>
<p>During peak hours there are always riders standing during commutes. None of the questions in this survey addressed comfort or safety of riders, only walking distance and commute times. I am not very familiar with the proposed changes, but I cannot imagine that the congestion onboard the current rides will improve and stop may be passed if buses are already overloaded.</p>

<p>What about the safety of the passengers? As mentioned earlier, this will put many passengers in a situation to walk in areas of darkness and through the woods to get to Bellevue College campus destinations. Also, where will riders be dropped off when driving north on 148th? How will 148th accommodate the large numbers of riders who will be crossing this busy intersection? Will the light sequencing be adjusted? What about disabled passengers not eligible for ACCESS services, will there be sidewalk and road adjustments to accomodate? What about traffic delays of stopping busses in this busy area and how will it affect the community? At peak times, 148th Southbound in the evening and Northbound in the morning is backed up 10 or more blocks.</p>
<p>Metro will have left the riders south of the west Seattle junction with nothing but rapid ride -- no regular routes for seniors and handicapped to use to get to the widely spaced Rapid Ride stops. North of the junction there will be only the 128 but at least it will stop at all the stops along the way. I think that because we folk south of the junction will get only the C line, that all of the existing bus stops should stay put and the C should stop at all of them so as to provide SERVICE to we citizens living west of the junction.</p>
<p>Providing a transit choice for commuters on Vashon reduces the vehicle loading on the ferry system. Currently, the parking lot at the ferry terminal on Vashon overloads on most days. If more of us are forced to drive to the terminal, parking will become a crisis. If the 116 service from the Fauntleroy terminal is cut, two full bus loads of people will need to find another way to get to work.</p>
<p>Metro is in the best position to influence budget decisions at the county. Please share my displeasure with county decisoin makers as to where they seem to be headed in regard to making bus service a go-to alternative to more cars, roads, and parking.</p>
<p>Keep #2 on Spring/Seneca rather than switching to Madison</p>
<p>I know Metro has been consolidating bus stops, and I think this is smart. The City is promoting walking and spending a lot of money in creating a walkable city. It's not unreasonable for people to walk a little further to their bus stops. It seems like a good trade for quicker trips times, and promote a healthier life style! It's interesting how many times I can walk the length of downtown quicker than a bus could travel that distance.</p>
<p>I think that Metro and KC Council members should ride the bus routes scheduled for reduction and actually talk to people that rely on the bus for transportation - face-to-face re: the results of cutbacks. Metro and KC council members could leave their personal vehicles at home for one month and try getting to work on the new proposed bus reduction routes.</p>
<p>I used to ride Route 167 from Auburn to the UW and that service was cut when the pay per use lanes were installed on Highway 167. This adds 20 mins each day to drive to and from Federal Way Transit Center. Now it will be more difficult to get to the UW from Federal Way. We need a state income tax. Public services should be public services even to the most needy. We need to keep and increase pubic transportation, even in lean times.</p>

<p>The #8 serves a WIDE variety of riders coming from the south, through the Central District, over Capitol Hill into the fastest growing neighborhood in our city: South Lake Union. Every single morning, my bus is full of students on their way to Seattle Central, Amazon workers (and other businesses in SLU), and workers with destinations that are not well-served by transit, like my location on Pier 70. Furthermore, the #8 is a direct route to the Seattle Center, one of the city's premier destinations, attracting visitors from all parts of the city. Where I live, near the intersection of 23rd and Madison is a large population of young urban workers who prefer not to live in the heart of Capitol Hill and have chosen our neighborhood because of its access to transit going to places like Amazon and downtown and its proximity to 520 to businesses on the eastside. I think it is very short-sighted of Metro to cut the #8 route with the incredible growth (and bright bright future) of the South Lake Union area. Young urban workers will continue buying real estate or renting in neighborhoods like Madison Valley and the Central District. If you look at the planned development of SLU in the coming years, ridership to that area will only increase over time. Young urban workers prefer to take the bus. But they have enough money that if it is not convenient to take the bus, they will start driving. There needs to be a route that comes from deeper in Capitol Hill / the Central District that directly serves SLU. The #8 is that route. Don't cut it.</p>
<p>Do not cut the hours Route 36 runs!</p>
<p>Route 150 runs past Centerpoint, however, if route 913 is eliminated, I would hope that the bus drivers and schedulers look at the Sounder schedule, so (for instance) if the passengers are scurrying to catch the buses at Kent Station that they wait a minute rather than pulling out of the station making Sounder passenger wait for the next bus. In the past, the 150 drivers were rude and not very customer-service oriented. Since 150 is coming from Seattle, the challenge would be meeting the afternoon trains and just getting across 68th Av is no picnic for those who have to cross the street. I have been riding the Sounder for seven years and love the convenience of Route 913. Pierce Transit is adding service because their sales tax revenue is up 8%. I think these transit agencies use scare tactics with the public. And it really doesn't mean much when you talk about service hours. We want to know times of routes, etc.; running every 15 minutes, 30 minutes instead of original times between stops.</p>
<p>I believe that Metro should have an elected member on its advisory board to balance entrenched ideas of mass transit. We keep going in circles and prioritization seems to be a skill lacking among current metro planners.</p>
<p>I find it disheartening that our political system is being manipulated by very wealthy individuals and the people who need the most support are losing it.</p>
<p>I think the buses should stay the way they are.</p>
<p>Don't mess with the C Line service or I will vote against you</p>
<p>I am worried that the poor working class and disabled that their only option to be mobile is being dwindled. People need to get to work, either move their jobs and services or provided easy, accessible transit for them to get there.</p>
<p>I don't understand why you are cutting back service in Ballard of all places. Our population is skyrocketing. We have very limited parking. More people than ever are riding and need the bus. Help us out.</p>
<p>Tell the council - no more cuts.</p>
<p>You want us all to go to the Federal Transit Station people already park on the street. If you move all of us from the `178 lot that is 3/4 full where are we going to park?</p>

<p>I have been riding this route for over two years and there are far more riders on the bus now than there used to be. This is true for both directions. Eliminating this route would displace many riders to other, often less convenient, routes. I'm not sure if recent ridership numbers were used in evaluating this route.</p>
<p>We need to fund Metro not make cuts!!</p>
<p>I see a 590 every 5 minutes or so leaving Seattle at the very least, half empty. Every 577, 177, 178, 179 is just about full or over capacity, OR! It never comes at all! Reducing service between Federal Way-Seattle will hurt metro in the long run. Cut somewhere else where you already have multiple buses going back and forth empty.</p>
<p>The #12 is a unique line serving the East edge of Capitol Hill and Madison valley. No other lines run on 19th Ave, 20th, 21st or 22nd going into downtown via Madison. This is an important, unique route to keep.</p>
<p>Possible shift resources to routes at peak periods & cutback at non-peak hours.</p>
<p>The proposed deletion of route 215 will cut off the commuters from North Bend and Snoqualmie. The commuters who take this bus are typically car owning citizens who will begin driving instead of adding time and a transfer by taking the local bus to the Issaquah TC. It will add congestion and vehicle trips which is negative for not only the transportation but our environment as well and Seattle is striving to be a carbon neutral city.</p>
<p>Be Transparent and consistent and honest. The C line does nothing to improve my service as advertised. It does not serve the northwest portion of West Seattle. If changes happen I will not be able to attend events at the Symphony, Safeco Field, or the University of Wa. My quality of life will be severely affected and reduced. I don't think Metro's service guidelines reflect that and I resent what you are doing. Shortening the 128 and rerouting the route 50 are cruel and unreasonable. .</p>
<p>Please do not cut the 28!!!!</p>
<p>There are not so many low-income residents at the North End of 19th (where I live), so I understand why you are considering cutting that route. But there are lots of low income people who use the 12 to get to the Country Doctor. And for environmental reasons and for avoiding congesting the downtown area, it's important for all of us to be able to take the 12 to get downtown! If you have to change the 12, perhaps make it a bit less frequent (every 15 min. at rush hour, every, 20 other times?), or only have every other trip go all the way along 19th? Really, Seattlites need to pay whatever tax it takes to support the bus service!</p>
<p>We will never come close to combatting Climate change if we can't get more cars off the road.</p>
<p>I can understand cutting back the regular 21, but not completely. Substituting the 50 on 35th Ave. until 9 or 10pm will not serve the needs of residents of all socioeconomic backgrounds who use this route every day and night. The 21 route is located on the highest hill in Seattle. If people have to make the long and difficult walk to get to alternate routes on Delridge and or California Ave. because the route no longer exists elderly and disabled residents will be stranded.</p>

<p>Metro: Its crappy you have to go thru all this because of special interests. I believe you are doing the best you can given your situation. Your services and efficiencies should be increasing, not decreasing. Although, you do take a huge chunk of tax dollars -- why is that? Why can't you be a lot closer to self-sustaining? I don't understand that math. Second, are there other efficiencies you can incorporate? Gov't officials: I don't have to go to work downtown anymore (thank goodness - what a mess). But I do occasionally go downtown for movies, special events, jury duty or shopping. If commuting to downtown gets worse and worse, I will cut out downtown all together. If government officials are planning to keep metro going with tax dollars, they'll have less tax dollars to work with from me anyway. I used to enjoy going downtown. You are losing me from downtown and the region all together with the fiascos you perpetuate. For many reasons, I want to sell my two houses and get the heck out of your sneaky special interest agendas. Life is supposed to be about community and caring for each other. Democracy is supposed to be about what is best for all, give and take and sustainability. Do the right thing. Stand up to the special interests that want to destroy community and sustainability.</p>
<p>I think the proposed route change for the 71 will cause more automobile traffic and congestion in my area. Parents will drive their kids to school, people who work downtown will start driving to avoid transferring, university students will either drive, walk, or bike to campus. A very large geographic area will not have direct bus access to the U-District and downtown. Increased congestion will make these neighborhoods less safe for pedestrians and cyclists.</p>
<p>I use the bus for other purposes than just getting to work. These changes will also impact my ability to participate or attend cultural events in downtown Seattle.</p>
<p>Consider adding one 'Last Chance' bus between 8 & 9pm for late-night workers.</p>
<p>Review all the buses that go through Queen Anne as there are way too many (including the D) and see what duplicate coverage can be eliminated.</p>
<p>Even if my particular routes aren't cut, there will be extra crowds on the buses because other riders' routes were cut, it will take longer to transfer, and traffic will be thicker everywhere.</p>
<p>Can Metro explore additional funding avenues for maintaining service? Federal government? State government? Private donors? Can communities or neighborhoods that have the means "sponsor" a bus-line for a set time period to help maintain service? Or even groups of citizens? Perhaps Metro can consider a marketing campaign to "save our routes" and solicit communities to help in the effort.</p>
<p>Don't cut our bus. We bought a house and sold a car because of bus service that was available whhic was reduced to peak only. Now that is threatened and cuts would increase our travel time by 45-60 minutes.</p>
<p>For me the most important thing is service frequency. If I knew that buses are running often I wouldn't mind transferring because the wait will not be too long. We have good transit coverage but the buses are too slow and too infrequent.</p>
<p>While my route's express service to downtown following its stop at the Renton transit center is convenient, it feels like it MUST be inefficient to run so many direct routes all the way downtown. Couldn't RapidRide or the Light Rail system be extended to Renton to allow for a more efficient hub-and-spoke system? I would certainly accept the inconvenience of a transfer over decreased service frequency and overly crowded buses.</p>
<p>Advertising in bus shelters can generate some extra revenue Art in Bus shelters is a waste of money</p>

<p>Ideas to minimize impacts to specific communities? It's been very well documented that West Seattle is hard hit by these cuts. I don't see much "minimization" for the area. One idea? Don't cut the C line and don't get rid of the 21! We all know that if these cuts take place traffic will get worse. West Seattle certainly doesn't need that now.</p>
<p>I would hope that these changes could hold off until the light rail extends up to Shoreline to allow the public more options for transportation. I would hate to see an increase in pollution and traffic due to so many people switching to driving given the inconvenience of the deleted/changed routes.</p>
<p>Allocate monies from property tax, 520 bridge fees, SeaTac airport income. Transit is an essential service. The \$44/mo I pay via my employment with University of WA could be higher and still be fair, also, if it's not the only means of revenue increase.</p>
<p>Instead of completely altering route 73, Metro could make route 73 run less frequently for longer periods of time, but still run just as late as it currently does so that people who work late at night such as myself still have bus options for getting home.</p>
<p>My thought - if a peak travel run is full, it should probably maintained, regardless of how it compares to other runs in the same areas.</p>
<p>C line buses from d/t to WS are so jammed after 2pm every day that I can't sit. I need to sit.</p>
<p>Wait on decommissioning the trolley buses. Hybrid buses are expensive.</p>
<p>Why would the 249 run less frequently during the week/peak times than the weekend? How does that make sense?</p>
<p>Why are you cutting more routes when the removal of the ride free area was to bring more money in. It looks like lack of budget planning is your biggest problem. You need to get your budget under control, because taking the bus is becoming a joke. You are not making it easy or convenient to make it into work. I hate driving, and the bus has been a great way to commute. Now you need to cut more routes? That doesn't make any sense. I pay 6dollars a day to commute. Where I will be tripling that by driving. If you get rid of the 179 I will not be able to go into work, because the wait for the 577 or 177 will be come ridiculous. It isn't worth the time to wait to see if I can make the bus when I can drive and get there faster.</p>
<p>The idea of Rapid transit during peak hours is to get us to work on time. With delays and overcrowding that is impossible. Every minute counts when you transfer and on weekends it is harder to get to and from anywhere if buses don't run regularly. Money should not be spent on building new roads, only maintaining them. Get the cars off the roads, get faster and better transit for everyone. If it was fast more people would ride. Make legislators ride buses!</p>
<p>I don't know of any solutions, but I do know that it is not ok to leave entire neighborhoods with no service at all. Plenty of people here rely on the bus, and you will be cutting them off from access to transportation. I know there is supposed to be an alternate route, but at the south end of the 21 there is no other option.</p>

<p>My only other option if the 21 express is cut is the rapid ride. I get on at the last stop both directions. There is never anywhere to sit and I am under 5 feet tall and have a pinched nerve in my neck and shoulder that keeps me from being able to hold on to the overhead straps. I have waited up to two hours to get a bus that I can find a seat or at least a handhold that doesn't force me to stand on the tips of my toes with my arm above my head-a posture that is extremely painful for me. The route is too long and the design of the bus itself is not good for smaller people.</p>
<p>This is my first time taking the bus, I am a Freshman. This route really works for me and many other kids in the area that go to O'Dea HS. Please consider the impact that you will be making when we all have to get rides to school in the morning. This is a terrible idea to delete the Tukwila stop for this route. Please re-consider. Kindest Regards, Colin O'Neill Age 14 9th Grader, O'Dea High School</p>
<p>These cuts will set Metro Transit back to mid/late-1980's service levels... poor service or no service. Not being able to get to entire neighborhoods (some with major development in the works) is unacceptable for a large city such as Seattle.</p>
<p>At least keep one route that will service the Lakemont area. The proposed changes put this area completely out of the map. Many seniors who don't drive take it during daytime when kids are in school or at work. It is not likely someone can pick them up from the park and ride. Thank you.</p>
<p>I've already changed my work hours (which impacts not just my family, but co-workers as well). With the proposed changes, I may not be able to keep my job.</p>
<p>I would be willing to pay more to have some efficiency of service continue.</p>
<p>NW Center has 1000 employees. Of those employees, a great many use 131 and 132. It will effect our jobs. We will not have transportation.</p>
<p>The introduction of the C line already came at a huge reduction in service. The 22 and 54 were cut from the route I normally took. Buses are crowded now many times being stuffed to sardine capacity with folks standing everywhere possible. Reducing this route even further would make it more likely that I would have to give up on busing altogether to avoid the overcrowding and being passed over by buses that are too full.</p>
<p>Have the buses be on time! I have to wait an extra ten minutes or even around thirty minutes for the 131! It is always unreliable!</p>
<p>At the very least, please find a way to fully fund metro until the light rail and street car building projects have been completed and can replace bus routes within the city. That would allow reductions in lines that run between downtown, Cap Hill, the u and international districts (such as the 43, 49, 8, 10, 11, 60) without reducing the accessibility of these areas.</p>
<p>Please don't isolate all the West Seattle commuters who rely on these routes. Cutting them will only create more congestion on the roadways.</p>
<p>Some of the routes in my trip set for deletion are already standing room only during the peak times, and the routes which will have to pick up the slack, are also standing room only, so these proposed changes are just insane.</p>

<p>It doesn't seem like Metro looks at ridership numbers. The West Seattle buses, including the commute only routes, are already at capacity. How can they qualify to be cut?</p>
<p>I really don't believe our Region, or our Transit Systems can handle any more cutting back. Personally, the changes on the Route 60, as well as changes on other Routes I regularly ride, would have a HUGE impact on how I get around; the 60, which provides me with a one seat ride to regular medical appointments at Harborview, and once a week trips there to pick up prescriptions. Having to Transfer, would not be just a matter of inconvenience, as a Disabled person (heart/lung issues) Transferring would increase the likelihood of having to stand on whichever option(s) I would Transfer to.</p> <p>Yes, I could ask an Able-Bodied person to give me their seat, but frankly, the Routes that serve First Hill, often have many other Disabled folks, many even less mobile than myself.</p> <p>Also, I understand, the First Hill Streetcar would involve a walk of maybe 1/4 mile or less, whereas the current 60, drops me off at Harborview's door; that is another thing crucial to disabled folks, especially those that use crutches, or mobility devices.</p>
<p>IF YOU ARE GOING TO CUT THE WEST SEATTLE BUSES, YOU WILL NEED TO PUT MORE BUSES ON RAPID RIDE, NOT REDUCE IT AS WELL. THE COMING GRIDLOCK OUT OF WEST SEATTLE WILL BE EPIC, AS WE WATCH OUR PROPERTY VALUES PLUMMET, THANKS METRO.</p>
<p>Seattle is light-years behind in development for public transit - cutting services is a step backwards even more... quite sad...</p>
<p>Get rid of the 21X and keep the 21 local, with routing through Arbor Heights, essentially combining the two routes.</p>
<p>Please stop making "improvements" like bus bulbs and bus-only lanes and focus on keeping existing service intact.</p>
<p>It is absurd that there is only one bus (Rapid ride #B) that goes from Redmond to Bellevue... and it takes more than an hour to get from Redmond TC to Bellevue TC...that works only for people who work at Microsoft and live near 148 Ave NE, but getting to Bellevue is just impossible!</p> <p>Also making a better connection between Seattle downtown with First hill would be appreciated. There are a lot people that work at hospitals but they cannot catch a bus to get to work, they end up driving or just walking uphill.</p>
<p>Routes 234/235 basically serve the same route except 234 goes straight to Bellevue and the 235 veers off to serve Totem Lake, which is currently served by the 255. Have you considered keeping the 234 as it is, reducing or eliminating the 235 (since it follows nearly the same route save for Totem Lake) and perhaps modifying the 255 to serve the Totem Lake area, which every other 255 bus seems to do? It's always very strange to me when I have to wait 30 minutes at the Kirkland Transit center for a 234 and in that time frame, no less than three 255 buses go by. Seems there's a greater need to reduce/revise the 255 rather than cutting off a much needed service the 234 provides to those people living up on top of Juanita Drive. Currently, Metro does not provide ANY bus service from the Bellevue Transit center on route 234 past 9:00pm on weekdays (serving a large portion of north Kirkland and on into Kenmore) and yet you provide service to the Totem Lake/Kingsgate area every thirty minutes until 1:00am via the 235, which is virtually the same route provided by the 255. I really think Metro needs to rethink their current revised routes involving the 234/235 and 255.</p>

<p>The #61 is my link to other services. Medical appointments, shopping, library, restaurants and other venues for my quality of life. Without this bus I don't know how I will go anywhere in the City without having to wait for someone to drive me. Because you have already cut some buses Senior Services vehicles are booked at least 2 weeks in advance. Making these changes will disenfranchise hundreds of people: seniors, disabled persons, parents, children, and homeless persons. The City administration talks about density but you will fail to provide transportation except for those who can walk extra miles to get a bus. Rapid Ride is a joke for seniors especially. Passengers don't even get up to give elderly people or people with canes seats and the bus drivers don't engage at all. The Rapid Ride on 15th at the Ballard Bridge is in a dangerous location and getting to Seattle Center is almost impossible without it. I have no idea how to get to University Village anymore and traveling to West Seattle is already too complicated for me! I traveled to both venues many times when the 17 connected with other buses. I will be surprised if you even read this it appears your minds are made up. I went to a Metro sponsored meeting at a Senior Center and all the reps wanted to do was find out what alternative ideas we had for getting around. Very funny we were all elderly people. They didn't want to listen to anyone who had a criticism or a suggestion. I did not get a response to my questions even though I asked for one. These changes will cause so much disruption. Just because you don't get responses from many elderly persons doesn't mean they won't be affected. Seniors are the largest numbers of voters too. I hope they will become engaged when they really find out what is happening to the City of Seattle. Surprisingly the world is not designed just for the 20 to 55 year olds.</p>
<p>I am willing to pay more for bus fare and or increased taxes.</p>
<p>I think a reduction to route 265 is feasible but not deletion. I will have no other forms of transportation.</p>
<p>Please understand: When I ride the 66X, it is always full, and usually people are standing due to lack of seats. This route services Fred Hutchinson Cancer Research Center, and not only its employees, but persons travelling to FHCRC for cancer treatment. Many of these folks cannot drive. If you have to make cuts on this route, please consider only eliminating some mid-day runs... and keep the same schedule during peak commute times.</p>
<p>There needs to be transportation during the dayto/ from the plateau area.</p>
<p>Metro needs to be sure lower class neighborhoods are not affected! We cannot afford to drive & park downtown!</p>
<p>Eliminate the Street car or put it on a time schedule that will increase riders because people can plan their trips over the lunch hour. It's hit and miss and always almost empty. If it's supposed to be for tourists then use a commercial tax to fund it and shift the money.</p>
<p>INSIST that actual bus drivers have input. INSIST that the decision makers have bus riding hours logged on a route before cutting the route.</p>
<p>The availability of route 242 was the critical factor in *purchasing my house* -- it's a convenient, reliable, direct connection to work.</p>
<p>I'm not sure I have any ideas under the current funding level</p>
<p>Reduce frequency of routes, don't delete them altogether. Let people manage their time to get somewhere early instead of not at all!</p>
<p>Perhaps have the 271 bus drop off and pick up at Bellevue College only at peak hours OR increase the amount of time between buses (We would rather wait a little longer for a bus then walk so much farther to catch another one!)</p>

<p>Decent transportation is one of the reasons I moved to our neighborhood. It has so many problems already, and the traffic congestion is already so terrible and our air quality so compromised - please don't add to our burdens.</p>
<p>I won't be able to get home if I leave the hill after 10 and it'll take multiple transfers? Why change multiple routes to South Park when we're already underserved and isolated? Bah.</p>
<p>After studying the changes to affected routes, I believe Metro did an excellent job of prioritizing service changes.</p>
<p>I would like to know that serious consideration into adjusting times of travel and frequency were taking into consideration before deciding to cancel service on the route I currently use daily.</p>
<p>East/west travel in the South end needs to be improved, not reduced. These routes are what make the South End into a cohesive community.</p>
<p>The Willows Road corridor is a job center and should not be abandoned entirely by Metro service. The 931 (on its current route on state road 202) is not a feasible alternative due to the distances involved and the natural and man-made barriers between the two corridors.</p>
<p>Don't wait to delete or reduce routes that are not needed. If you know they are costing more than they are bringing in, then cut the costs rather than increase my taxes for mismanagement</p>
<p>transferring is the killer here. If there was a replacement route that was a direct (no transfer) i would have a reasonable alternative the cancellation of 244. The transfer means unpredictable wait times and longer commute. No thanks!</p>
<p>The distance from the neighborhood I live in to the nearest surviving bus line is up a steep hill under less than ideal waking conditions. There are no sidewalks on many of the streets. Making us walk further or bus stops will move many people back to their cars.</p>
<p>Encouraging driving to park and ride.</p>
<p>Why have you replaced the larger bus with smaller ones. Now it's standing room only.</p>
<p>It was hard to give up the 28 express. The D bus isn't very efficient compared to the 41 that I have to drive several miles to.</p>
<p>Please look at the number of people who work on Willows Rd and at the traffic at peak drive times from Willows Rd to Kirkland, Kenmore, Bothell & beyond. We need more bus service, not less.</p>
<p>Driving to work will likely cost me > \$500 in parking and \$100 in fuel (I have a Prius). I am willing to pay more for service</p>
<p>You are hitting White Center Roxbury area and West Seattle area the hardest - yet again! Is it because it is a low income area?? We still need bus service to get us to and from work! Yes, people do work from these areas! AND, the buses are always full!! Everybody in the area can't ALL hop on a 120!!! We need to keep the 113 or have another type of express bus!</p>
<p>Charge more for ORCA cards and per ride to offset costs. Offer discounted fairs to groups that need assistance.</p>

<p>Perhaps other budgetary items should be cut rather than reducing needed mass transit. Our area only has a bus system, no other mass transit options, and the population is growing rapidly here thereby increasing demand. Removing, or reducing this method of getting to work will impact our property values, reduce available disposable income thus reducing tax income for king county, and in general reduce our quality of life here. We need to keep our buses as a means to navigate our county and surrounding counties in order to keep king county a place of growth and prosperity for all.</p>
<p>Figure out other ways to save money. Reducing service is ridiculous.</p>
<p>We need a subway, or at least a rail. Mexico City did it, even though the city is built on a lake. People will choose public transport when it is efficient. When a critical mass use public transport, it won't be difficult to get it funded. I know that's not helpful right now. File it away. Meanwhile, there should be a parking tax. The collected fees can go towards public transit.</p>
<p>Metro should NOT be making cuts - period. The solution is to adequately fund transit - period. As I mentioned before, we should be encouraging more ridership. BUT - in order to do that, transit service MUST be reliable (there are currently far too many buses that simply never come when expected or are late) and efficient (are frequent and expedient); otherwise people will continue to choose cars. And with these expected cuts, more people will get back into their cars - making it harder in the future to get them back OUT. This is NOT the time to be cutting transit. Again - raise parking fees even more and use these funds for transit.</p>
<p>Can;t figure out if the Route 43 is being eliminated or just modified. I find it an attractive enhancement to where I live due to going downtown, the library, my workplace, the UW, the U District.</p>
<p>The number 8 bus is heavily used--it's very hard to see the benefit it cutting the part of the route that serves the south end.</p>
<p>These Metro routes on Mercer Island are all we have. Getting from the South end to the park and ride will be extremely difficult. Paking is very tight - mostly because people that DO NOT live on Mercer Island are parking in our P&R lots filling them up. Maybe we can police this? If we don't have parking options at the P&R and buses won't be servicing the island, then another alternative is going to need to be thought of.</p>
<p>It is difficult to see what the other options are unless I have understood the proposals. It would be prudent to post notices on the buses that will be affected so your riders will be able to provide more information to you.</p>
<p>Do not cut the 304</p>
<p>I am concerned about the delay of commuter bus routes on I-5 into downtown Seattle.</p>

<p>One idea is to create a new Express route from Beacon Hill to Capitol Hill until the Light Rail station opens up. This route would go down Beacon, to 14th and then cross the 12th ave. bridge and travel up 12th avenue to Capitol Hill, skipping the First Hill area altogether. This would work because the people riding are going to two different destinations. For example, many elderly folks ride to the hospital in First Hill during the daytime, and many young folks are riding to Capitol Hill in the evening/late night. You could make the 60 stop running at 6pm, and have an express route going to and from Beacon Hill & Capitol Hill that skips First Hill during the evening/late night hours. This would be much faster and would attract new riders who need to get home in the evening after the 60 stops running and are forced to use alternate forms of transportation. This route would be temporary until 2016 when the Cap.Hill light rail station opens up.</p>
<p>I can appreciate the degree to which Metro has tried to respect the overlap in routes. Based on what I have seen in just 2 months of commuting from Fremont to and through downtown, N and NW Seattle is already at a tipping point from a transit standpoint. Every peak bus I have been on is packed to the gills by the time it reaches downtown.</p>
<p>Per mile taxation for drivers; those that drive the most cause the most congestion and street work/repair.</p>
<p>Why not run the #31 as a commuter bus with limited hours from 6-10 am and 3-7 pm?</p>
<p>You can't keep making cuts and thinking it isn't going to impact riders. The proposed impacts may be as small as they can be, but that doesn't mean they aren't significant. More reliable bus service within Seattle is a must for a major and growing city.</p>
<p>Metro Representative: We understand that Metro is proposing to stop the 193 bus from picking up passengers at the Tukwila Park & Ride. This proposed cut in service would be catastrophic for the hundreds of riders that get picked up at that stop every day. While riders in Federal Way have the option of several bus routes to choose from, in Tukwila that number is two with only ONE servicing the First Hill area. Metro is recommending that Tukwila riders take route 150 to downtown Seattle and transfer up the hill on the number 2 bus route. Not only would this add an additional 45 minutes to our commute each way, it would cause overcrowding and passenger cut offs due to the fact that the buses are full by the time they reach the Tukwila Park & Ride. I find this very frustrating since Virginia Mason Medical Center, Swedish Medical Center and Harborview all provide funding to operate this particular route. Please understand the deep concern we have about this projected cut and how it will affect the lives of the many that choose to take public transportation appose to driving a car to work each and every day! I challenge you to come to the Tukwila Park & Ride and see firsthand the large number of people who get on the 193 and realize that this many riders cannot fit into the already crowded 150 buses. Thank you for your time,</p>
<p>I agree with cutting back the 71 to once per hour, and I could tolerate it not going downtown, but I would prefer that it run until at least 9 pm.</p>

<p>The new route 71 is much improved-- Route 71 does not need to go down 55th avenue - riders can walk 1 block to get it on 65th street instead. The bus slows to 10 mph on 55th ave and will be quicker by skipping this residential street. Residents of 55th avenue are already unhappy about the bus going down this street and bus drivers tell us it is frustrating for them to slow down on 55th ave when already running behind schedule. They therefore admit to going 20-30 mph + instead of 10 as posted.</p>
<p>Again, just concerned about cutting out all of the night routes. I get that you are trying to maximize the ridership which happens mostly during peak hours but I also want to know I can ride at night when the need arises and not be stuck downtown because I worked late.</p>
<p>Don't cut the only route that is servicing an area.</p>
<p>Please realize that some people live north of the city and work south of it! Please provide at least one route during the day on East Marginal Way S or 1st Ave South. Thank you for considering my input.</p>
<p>Leave southeast Seattle routes alone. They're congested enough as it is.</p>
<p>This may not be possible, but I would suggest polling the riders of buses that are subject to reductions. Ask them if the route needs to be cut by 20% (or whatever appropriate), how would they accomplish it. For example, for the 249, I would keep 1 later bus (maybe regular service end at 6 PM but there would be one more bus at 8 PM). For this, I'd give up a bus or two when ridership is lowest. Maybe solicit alternate reduction ideas (on a route by route basis) at your upcoming outreach meetings. Also, I would suggest teaching people about riding the bus. I have personally shown 4 people how easy the 545 is to use to get from the Eastside into downtown Seattle. They were "scared" of how to pay, how to request a stop, if the other riders would bother them, ... Paying people to ride Metro (as done with car tag renewals) appeals to some, but providing a "bus buddy" will appeal to a different group. I know I'd be willing to volunteer as a "bus buddy" to show people how easy riding the bus is, especially if helps get more people on the bus and out of their cars.</p>
<p>The proposed route 73 will become like the 48 route; a long route that results in long wait times for a bus (up to 45 minutes late). This was why I stopped taking the bus in the first place, it would take me an hour to get 2 miles while my co-workers took an 1 hour to drive to Kent. I propose keeping some shorter routes but only running those routes at peak times.</p>
<p>Magnolia needs a way to get to Fremont and UW easily. It's ridiculous that we should walk all the way to 15th and/or take a bus downtown then transfer.</p>
<p>Metro took away the route 215 at the Issaquah Transit Center saying that they would add more 214 service at the high service times, this hasn't happened. Now you are reducing service to a much needed stop and instead adding more Rapid Ride for another area? It doesn't make sense!</p>
<p>I understand the intent to provide to the target service, but deleting routes that run only during peak hours (a.m./p.m.) doesn't seem to make sense - meaning deleting routes that are heavily used by commuters. In addition, there are no other buses from that park and ride that actually travel directly to Seattle like Rt. 265. Deleting that route from the park and ride makes NO sense!!</p>
<p>see previous notes. How do you expect people to use transit when it keeps getting cut? If rider ship is up, why don't you have more money?</p>

<p>Please don't eliminate route 14 service at night. The important part for me is down 31st ave south. I need this service to be available at night and service from the 14 route is a big part of why I was willing to move to this area. I don't know what I will do if this changes. I might be forced to drive to work or move. I often work past 7 pm. I feel the current level of service is already too infrequent at night. It would be terrible to cut this out. I could choose to work less, drive, or take a dangerous walk home.</p>
<p>Cutting weekend service is, in many ways, more detrimental than cutting late night service. In some cases, I think having hourly weekend service and hourly service after 9 PM rather than 30 minute service after 9 PM and no service on weekends will help more people. Overall, some coverage is better than none- meaning that even though 60 minute schedules aren't preferred, I think many people would prefer that over certain days being cut entirely.</p>
<p>I would be happy to pay more</p>
<p>Maintain the existing service of the route 33 into Discovery Park at Texas and Illinois.</p>
<p>Mass transit like the metro bus system is essential to a healthy community. I work in Bellevue but cannot afford housing near that area. I use the bus system daily to commute from Juanita to Bellevue. The current plan your proposing is routing the bus 234 which is normally kenmore to bellevue, now reroutes into Kenmore to Totem Lake. With this route gone and the proposed changes my one way commute doubles in time from 45mins to 1hr30min+. As well as needing to make two transfers. This reduces the time with my kids and makes me unable to get to work on time and drop them off at school. This makes the idea of taking this commute unsavory and I will have to look into other non-mass transit options, this will only hurt your funding since I know I'm not the only one that relies on the kenmore to bellevue commute.</p> <p>With more service routes and diversity between the large transit centers more people will find a convenient commute and take the bus increasing funding.</p> <p>Don't reroute the 234 route from kenmore to bellevue. If there is a way for it to just come less often (every 1hr instead of 30mins). that would be ideal if cuts need to be made.</p>
<p>I made my statements previously.</p>
<p>My greatest concern about the cuts is if cuts are being made to low income areas or areas where people do a lot of night shift work and need a ride to work. I will be okay--I have a car and car pool options. Not everyone will be okay if they lose their bus route.</p>
<p>I support higher sales taxes or a special additional rise in car tabs to retain Metro service as is. I am willing to pay more to retain this vital system for everyone. I would have no way to work if not for Metro. Please work with city/county/state/ officials to come up with a stable funding source.</p> <p>I would also suggest deleting more of the non-commuter runs to preserve the commuter routes. This is the most vital portion of the system for our region. If we can't get to work, we can't support the system with our taxes.</p>
<p>Eliminating route 12 seems drastic. Can route 10 split at its tail at E John & 15th Ave to provide service east on E. Thomas St and then north onto 19th Ave as a new route 12? Wiring is in place for this, just not ability to turn at E Thomas onto 19th Ave.</p>
<p>I live and work in a central area and will not lose the bus all together. However, I ride the bus because it is convenient. If I have to begin waiting for the bus over 15 minutes on a regular basis, I will consider other options. 15 minutes is a long time to stand outside in the cold and rain, esp when it is dark and you are alone. I will also be less likely to travel to other neighborhoods because it will take too long.</p>

<p>The route I take to work has already been changed which impacts my ability to take the bus to work. There is no longer service on route 215 from snoqualmie to issaquah transit center (where I transfer to get a bus to work). This impacts my ability to ride my bike part way to work (which I usually do in the summer from issaquah). I can still ride the bus to work but it is much more inconvenient and puts me out in the elements as there are not many shelters on the Eastgate Freeway station where I would be waiting for my transfer, so I no longer ride the bus. I was hoping more options would be added for snoqualmie residents to make it more convenient for us to ride the bus, but now it is nearly impossible</p>
<p>We need more express times spread out over commuter hours; the plan relies on veru long non-express routes and stops services to areas where there is no transit option.</p>
<p>Please do not eliminate routes 27 and 4.</p>
<p>There are currently two regularly routes that service west seattle from SODO the 21 and 50. By eliminating the 21 there will only be one and the majority of riders will now be forced to transfer.</p>
<p>The Broadview neighborhood has only been marginally well served by Metro over the years. With recent cuts over the past year, it has gotten worse. Now with the new proposal, eliminating service to the Broadview neighborhood north of Carkeek Park will make it difficult if not impossible for ridership from this area. In addition, with Seattle Schools cutting yellow bus service to high schools, our neighborhood needs easy reliable bus service to transport students who travel all over the city for school. Please keep the 28 for Broadview.</p>
<p>Reductions in service (fewer runs in a given day) is far preferable to cutting the line altogether.</p>
<p>All I can say is I ride the 3 and 4 from 3rd and James to Jefferson and 17th and it is often very full and always at least half full when I get on because so many people use it to get from places downtown (like those with homeless services and the Sheriff's office) to Harborview Hospital. If the 4 is cut (not knowing the changes to the 3) that would approx. double the ridership for the 3 between downtown and Harborview which it can not accommodate most of the time.</p>
<p>Thank you. I understand and agree with the service cuts in the context of unavailable funding, but the lawmakers determining your budget are doing serious economic harm to our region by failing to address this critical problem in order to allow you to expand and grow with the needs of the area.</p>
<p>Metro should increase revenues by enforcing the fares! Way too many riders abuse the Orca card system by tapping a card with no (\$0) balance. Metro could easily increase its revenues if it set the expectation that people need to pay to ride the bus.</p>
<p>Starbucks HQ is a major employer with MANY people living in West Seattle. Without the 21, you are affecting MANY riders and inconveniencing them a great deal.</p>
<p>Bus 205 & 211 serve large ridership from the Eastside to First Hill (numerous health care organizations and the University of Washington staff & students. There are NO other routes that travel from Eastside along I90 to First Hill. Keep Route 205, but reduce the trips. For example, during the UW academic school year, there are 3 trips in the AM and 4 trips in the PM. During the summer months, there are 2 trips in the AM and 2 trips in the PM. To curb costs, offer only 2 trips in the morning (6:53 am and 7:43 am at MI Park & Ride); and offer 2 trips in the late afternoon year-round. Another option might be to keep the Route 211 but change the route - removing the portion of route that runs on Yesler east of Boren to 23rd Ave, along 23rd Avenue, and along Jefferson, east of Boren. Rather, run along Boren avenue so you serve First Hill...and then travel to the UW.</p>

<p>I think West Seattle is adversely target more than other neighborhoods, like for example, Capitol Hill, Chinatown, and South Lake Union where other infrastructure is being put in place, particularly street cars. West Seattle has no such opportunity. Additionally, I point out that these other neighborhoods have populations that overall have greater wealth.</p>
<p>Route 120 should be increased frequency not decreased.</p>
<p>It the 99 bus is cut entirely, how will our tourist get from the waterfront to their destination? You want the tourist dollars but you're making it difficult for them to get around town. Everyone is not able to walk those steep hills for the bus. This makes no sense.</p>
<p>It's a poor statement for the city not to be able to service the little bus lines that exist!</p>
<p>My father started the public transportation system where I grew up. That makes watching mismanagement of this public tool is very disheartening. There is clearly no long term plan for making public transportation accessible and affordable to everyone for long term. Why are bike lanes such a priority in this city with 9 months of rain and hills everywhere?</p>
<p>Please consider rider convenience and satisfaction to meet target service level</p>
<p>please do not cut 48 and 48EX, possibly add more buses from UDistrict to Crown Hill only as it is very slow with such a long route</p>
<p>You could charge an additional service fee for poor performing routes. You could raises rates for all but then offer expanded reduced fee permits to alleviate impacts on low income riders. You could switch to smaller buses or vanpools for poor performing routes. You could keep all or most routes and just reduce frequency of service (although doing so is part of what causes ridership to drop off).</p>
<p>It is important to maintain the span of service so that transit is available to riders on key routes on their way home from work or social events. Many people don't get off work until late, and eliminating the last few trips will force people to drive or figure out other means of getting to/from their destinations. On days where I work until 11:30pm I will have to drive.</p>
<p>The peak hours for #36 should not change. This bus also services the Light rail. KCM is always whinning that enough people don't use it, but then you want to cut service to the light rail. Successful cities that have mass transportation get patrons to use their services at night, not cut it.</p>
<p>What is wrong with this City? We were just ranked as having the 4th worse traffic in the country and we want to cut public transit...effectively adding more vehicles to the crowded roads and making our citizens unable to effectively get to and from work? This is insane. Our City appears to be booming...there is construction everywhere. How is it that with all of the current and forecasted growth, we are looking at reducing transit service and screwing our citizens?</p>
<p>The Public transportation budget should be increased, while cuts in other areas should be made. It is already ridiculous that I can only take the bus into the city during certain hours because I live in east Seattle. If cuts were made it will take me over and hour to travel into the city, which is only a 15 minute drive by car. Reduction of routes should take place to local routes, not express routes to and from the city, in which tax payers use for work and school, and traffic needs to be reduced.</p>

<p>If you cut 306, 308, and 312 I would encourage more buses on route ST522. The buses are always standing room only. Without adding additional bus routes along the 522 corridor, people will be left standing on the side of the road while full buses drive past.</p>
<p>consider student and worker populations. consider reduction to freeway traffic from suburbs. consider alternatives to downtown Seattle as hub. Thanks!</p>
<p>Many of the riders on my route are contract, vendor, or temp employees at Microsoft and not eligible to ride The Connectors. Loss of public transportation will greatly add to our commute time by forcing longer routes with transfers or putting us on the road in single person vehicles which will also add to commute times.</p>
<p>Raise Fares.</p>
<p>Please don't cut all late night service to White Center. I live in White Center and work at Sea-Tac Airport until late night (getting off 12-1 AM) and transferring over to either 120 or 128 to get home. I am far from the only one in this area who works late night shifts. Keep the route 120's hours even if you have to cut back on how frequently it arrives. Route 120 is easily the most busy and important route in White Center and it just got more funding so I don't understand why you would reduce its hours. The cuts you are proposing to White Center routes will hurt a lot of people; personally I might even lose my job. Also by cutting late night routes you are encouraging more drunk driving. Get more strict about people who are cheating Metro with expired tickets, raise taxes or prices, trust me people like me who rely on Metro won't mind.</p>
<p>The last 2 bullet points are duplicated on the "service guidelines" text before question 30.</p>
<p>You could still start the 71 in Wedgwood on NE 85 but have it go down 40th Ave NE down to NE 65th and turn there.</p>
<p>Take into account the schools that are utilizing the metro system and how changes have a huge impact on students, most of which do not have other transportation options.</p>
<p>The Houghton Park and Ride is underutilized (never full) as it is and many people there catch the 265. When I take the 265 the bus is packed. It must be the earlier runs that are emptier. Commuter routes are so helpful to ease peak traffic but it looks like they are under attack. I would pay taxes or fare increases myself to keep good commuter bus service.</p>
<p>Stop creating new routes (B,C,D lines) and new projects like light rails that I've heard about, and use the funding for routes that already exist.</p>
<p>I would just like to the evening service for the 14 continue until 8 or 9 pm and not stop right at 7 pm. I know the bus is heavily used between 7-9 pm when I ride it. I understand that use is lighter after 9 but think the 7 pm cut off is too drastic.</p>
<p>The elimination of the 26 will leave South Wallingford with no bus service at all. Can't you at least consider reducing frequency or only offering service during commuter hours rather than eliminating altogether?</p>
<p>Ridership along my routes varies based on time of year, weather, etc. and on busy days, buses have to deny new passengers on routes/times that the day before were sparse. This provides negative incentive for those on the fence about driving/taking the bus to just drive--which creates worse traffic, more pollution, and less data to prove the bus line is worthwhile. It frustrates me that the bus will either a) get more crowded when lines are cut or, worse, b) get less crowded because people around me will just give up on the bus altogether.</p>

<p>South end is mostly lower income people, and we already have to travel the farthest to get to work and school. Cutting transit support pretty much makes it impossible for us to keep our jobs or academic plans. For me, a single mother and UW health worker for 13 years, it will mean that I have to quit my job and find a lower paying job in the South end.</p>
<p>Set up a city car tax like they have in London.</p>
<p>It seems very retroactive to live in the city (Seattle, Broadview west) and not have any alternative to driving to get downtown or to SeaTac. The reduced service on #28 has pretty much made it impossible to use. Eliminating #28 will completely isolate our neighborhood. There must be a way to increase funding and improve service.</p>
<p>I wish I had an answer. Could we use cost effective buses? Is it less expensive to use a smaller bus?</p>
<p>Let the public know how many Metro personnel will lose their jobs as a result of this downsizing. I have heard NO mention of this yet and if you're cutting service by 17% then you won't need as many people as you currently have to deliver these services.</p>
<p>Cap Hill to SLU is important since affluent riders are hard to reach. They could drive and pay for parking. They're trying to "be good" and save money but they do not HAVE to take the bus.</p>
<p>Please add revenue sources (taxes, etc.)</p>
<p>These cutbacks are a travesty and an embarrassment for a city of Seattle's stature!</p>
<p>We already have very limited service from Maple Valley to Seattle. We do not have an express trip--we have to go through Renton, which adds too much time to an already long trip. The 143 ridership from Black Diamond and Maple Valley would increase if there was an express bus.</p>
<p>With the proposed changes it would be harder to convince myself to use the bus system. Reducing and removing bus routes will lead to more people driving, which is already a huge issue in the Seattle area. The EASE OF USE and BENEFITS of the CURRENT bus system is what keeps me riding the bus. The changes will drastically reduces both EASE OF USE and the BENEFITS.</p>
<p>You are sacrificing the elderly and the disabled in the name of "efficiency". You are making Seattle a much less liveable place. My wife is visually disabled and will literally be a prisoner in our home because she can't walk to the far-away bus stops.</p>
<p>Honestly, I think that Metro's focus should be on expanding services, to create a larger user base (and thus more revenue -- even if revenue creation is not and should not be part of the calculus of the value of public transit). Raise the cost of parking to underwrite keeping service at its current level. Hell, tax gasoline at a higher rate. The goal is to raise the marginal cost of driving in such a way that transit becomes a more appealing option.</p>
<p>Reduce the number of field supervisors, who do a lot of sitting around in the field drinking coffee and not providing value-added service to operators or riders. Require operators to live in King County, enhancing the economy, and stop helping Kitsap or Pierce County economies.</p>
<p>Please consider retaining the 47, even if only as a peak-hour service. From first-hand experience as the occasional weekday rider during midday and later in the evening, I understand the "low-performing" assessment of the route. The AM and PM peaks, however, are certainly not low-performing. While the 43 and 49 offer similar service during those hours, the 47 is much more reliable.</p>

<p>These proposals are crazy. Way to discourage people from taking public transit. Pretty soon we'll be like LA, where everyone who can afford it, drive, while those who can't suffer through crappy bus service.</p>
<p>Though I'm not entirely up to date on the changes, from the list of proposed routes to cut, it seems like many go to the same places. The 71, 72, 73 routes are all slated for changes and they run approximately the same areas, also the 66 and 68 which both go up Roosevelt. Both these routes are ones I use, and I'm worried about the fact that all the bus routes on those paths are being cut. I'm left with no options.</p>
<p>more cutbacks should be in areas where state reps have voted against allowing other localities to vote for funding public transit.</p>
<p>The East Link Light Rail really needs to be pushed to be completed as soon as possible. This would help decrease commute times and help relieve resources.</p>
<p>Make car tabs pay more. Send that money to buses.</p>
<p>I will definitely be driving more as the late night service cuts come since sometimes I can't guarantee how late I'll be out. This means going home to pick up a car after work then driving to things rather than counting on busing directly there then home. Also, as distances to stop become greater, more people may choose to bike. Please consider bike capacity when making the cuts. I often use the bus at night to take my bike and me home. Reductions in late night service may leave my bike and I stranded and it's hard and expensive to cab with a bike.</p>
<p>I think that cutting bus service will be detrimental to the county - education, business, traffic, and lost time (stuck in traffic). Metro needs to reach out to business and to drivers to build connections. We need to find a stable funding source for transportation. We are all going to be affected by the proposed cuts. Whether or not you ride the bus, these cuts will inconvenience and/or cause problems for roads, business, and education.</p>
<p>I am a user experience designer and use human centered design and participatory design methods that consider how people actually use products. Since the last set of changes were proposed 18 months ago, I have been talking to riders and bus drivers and attending Metro sponsored events. From that I have concluded that Metro does not use these methods and does not consider the human cost of their changes, nor does actual efficiency drive the changes that they make. I think that Metro should be working with experts in these methods and with the University of Washington to make changes that would make the bus system more useful AND more efficient--therefore less costly. I also think that Metro has done a bad job in communicating how a healthy transit system helps everyone in King County, including those who drive rather than using the bus. As I mentioned, for 30 years this was considered to be an excellent transit system, and the fact that riders and drivers are now complaining in unprecedented numbers should make our King County executives and councilmembers seriously reconsider who is managing the Metro system.</p>
<p>Suggest benchmarking various/successful models of bus transportation in other cities around U.S. Critical thinking should definitely be the norm given today's austere environment; e.g., funding, resource allocation, etc.</p>
<p>While its absurd to need to fight for such an important public service, perhaps you could be more aggressive in getting politicians to fund you?</p>
<p>My service appears to have had little impact. But, I do not understand the reduction in the D Line. It indicates that there will be less service - but the information is not clear about how much less service will be there in the evenings and weekend.</p>
<p>Extending routes to greater parts of seattle could possibly help even if the commute for some people takes longer, having a bus there is better than not having one at all.</p>

<p>These cuts may be the single most regressive public policy decision I've seen up close, since moving to Seattle. West Seattle residents will ALL be affected: fewer busses mean more traffic; more gridlock means less mobility for emergency vehicles; and more gridlock will affect property values. I love the #21: I ride it to and from work, and I ride it when I go out for social occasions. Eliminating the 21 means more unnecessary car trips into downtown, which may be enough of a deterrent to move me out of West Seattle.</p>
<p>Plans need to consider hills and safety of the area we are asked to walk through . We have long worked to have fewer urban people using cars. My neighborhood (north part of 19th E and nearby) has many older people and many others who don't have cars and totally depend on Metro. 19th to 15th up Galer or Highland is very steep, as is the walk up from 23rd. Madison (or John) is a long walk down 19th and unsafe at night.</p>
<p>Possible changes to night owl circulator routes to help route to major transit hubs/centers in the area may help alleviate some of the pain to late night ridership.</p>
<p>Tell us how we can stop the cuts! What legislators should we be calling? How can we find the funding? We should have more transit, not less!</p>
<p>The 31 bus is the only bus thy travels directly from the University of Washington to Magnolia. I understand if the bus must run less frequently, but it is an important route to preserve.</p>
<p>we have a huge traffic problem, people commuting over from Vashon and southworth, dense housing, and increased building, and the viaduct, ridership is up, as is the population</p>
<p>I'm not really sure what can be done. I know my bus ride is always crowded, it's almost late all the time, it's not a comfortable ride - the seats are hard and too high for a short person; it always seems to be either too hot or too cold. Waiting at the bus stop in Seattle is scary with the drug dealing, panhandling and harrasement every night. The alternative is to drive, but then I have a 20 year old car that may not be reliable for a daily commute, plus the cost of gas and parking is extremely expensive and you'd get stuck in traffic anyway. With my company making us take paycuts, I can't afford additional commuting costs so the \$3 a trip is at least within my budget still.</p>
<p>If you have ever had to rely on taking the 71, you would know already how bad it can get during peak hours and the proposed changes would make you die a bit inside.</p>
<p>Route 244 is a primary transportation route for the Microsoft commuter program and is paid for by Microsoft so deleting the primary route paid for by my company is not acceptable.</p>
<p>Express buses from South Seattle into downtown and beyond are vital for anyone who works for a living. Spending more time on a bus becomes less and less attractive, and the car starts to look better, even if it is three times as expensive.</p>
<p>If I have to pay to drive to and park at a parknride and then still walk too far at my destination or to transfer, I might as well park downtown.</p>
<p>You already did a massive cut to services about a year ago that impacted me and several others I know who use these routes after being out at night (making streets safer and offering us safe way to get around vs. walking alone) and the commutes we make to downtown where parking is unaffordable and traffic congestion is terrible. Seattle is going backwards with these cuts. Our envrionment and our riders will suffer majorly if these cuts are made.</p>
<p>Buses are more efficient to fund than road maintenance when people have to drive instead.</p>

<p>It is worth considering how to increase the information available to riders about specific bus trips. For example, I find one bus away very useful in getting to and from work--I know in advance if a bus is going to be late and so I spend much less time waiting outside for the bus to come than I would otherwise. It would be useful if other types of information could also be made available -- for example, when a bus is going to be overfull. At least once a week I am waiting for a bus that arrives so full I am unable to get on it and must wait for another one. If there was information readily available about what buses are already overfull I could adjust when i leave to go catch the bus accordingly.</p>
<p>I wish there was more action on Metro's part (maybe there has been and it just hasn't made the news) letting the legislature know how unacceptable this is. If the sales tax isn't working, we need a better system. As you said, the service needs to be increased, not decreased. It feels like a gross breach of common sense to let this happen. I would like to see you make the campaign for more funding/opposition to drastic cuts more visable and radical.</p>
<p>Please consider keeping at least some 67 or 68 buses at high traffic times. Without these routes it is much less convenient to get from UW Medical center to northern parts of the city.</p>
<p>Eliminating the 5X (rather than trying to combine it with the 355X and effectively eliminating the 355X) would be strongly preferable. The 5 serves as a better alternate to the 5X than the 48 serves to the 355, particularly if the 48X is eliminated. Changing the 355X's route so that it no longer stops in the University District will have drastically negative impacts. If you cannot take the 5X, you can always take the 5, and the trip only takes a little longer; if you cannot take the 355X, you need at least 2 buses and a much longer trip instead.</p>
<p>The goal should be to reduce the number of people driving and parking, and figure out a way to save money besides cutting transit.</p>
<p>You are doing a good job with communication and transparency!</p>
<p>Please do not cancel route 205. Forcing people into taking 2 buses is a quality of life issue. It has serious ramifications for one's daily life. Thank you.</p>
<p>The longer hours on 372 in the evening will be helpful. However, there are many people that travel for work on weekends. The travelers from outlying areas to UW are typically NOT students but staff that need to reach work but have no parking available. The bus is a needed mode of transportation.</p>
<p>My route the 113 is consistently packed with those commuting to the University of Washington for work and school. I didn't make sense when you cut the 131! If you cut the 113, there will be no direct route downtown for all these commuters!</p>
<p>Route 41 is always crowded, please don't reduce the service for this route.</p>
<p>Rather just proposing service cuts, please present other options.</p>
<p>If we do not have the 57, we will need some sort of shuttle to the hubs.</p>
<p>Why doesn't someone propose a solution to fixing the 8 route to Amazon? Many of their employees rely on the bus to get to South Lake Union. Perhaps the company could contribute to the community by making a bus that travels along the 8 route and allowing Metro passengers to ride. Amazon employees won't be affected by the 8 cuts because they can most likely afford to drive to work, but not everyone else can.</p>

<p>I am a huge supporter of public transportation. I grew up in Boston where the density of the city and the excellent public transit system allowed for easy movement throughout the city. I rely on public transit here in Seattle, which is much more spread out, to get between neighborhoods as it's unrealistic to try and walk or bike everywhere. I can't afford to have a car and cutting this route would add at least an hour onto my commute. Even having a route in Magnolia that gets to 15th/Elliott by going by Fisherman's terminal would make this an easier cut. Having to wind through Magnolia in the wrong direction for 30 minutes in the wrong direction, then crossing 15th to take the 32 back in the direction I just came from would hinder my ability to get to school and work.</p>
<p>Reductions in Metro service are bad for our county. This will force people to seek other means of transportation, it will crowd our roads, highways, and interstates even worse than they are now. Transportation is such a crucial infrastructure that it can stimulate or hinder the economic and population of growth of a city. Seattle is a great city with huge promise, but cuts like this can have serious repercussions to the city we love.</p>
<p>It would be helpful if the 13 bus were better timed to transfer to the 32 (and vice versa). I live a block away from the 13 bus but it usually makes more sense to walk 15 minutes to the 32 bus stop. Maybe you can reduce crowding on the 32 by bringing back the 45 bus.</p>
<p>I would use transit much more often, with the current pricing scheme, if buses arrived frequently enough (and were not full) for me to complete my trip faster than it takes me to walk or bike the same route. When I ride the bus during the middle of the weekday it is often less than 1/4 full, but the bus still comes every 15 minutes, just like it does in the morning/evening commuting hours. Wouldn't it make more sense to make service on popular routes more spread out during the slow middle part of the day, but be able to maintain the smaller "branch" routes that lead to main transit corridors during commuting hours, rather than completely cut all service to those routes (thereby eliminating a large rider base)?</p>
<p>Shift impact onto the community of the very wealthy by raising taxes and adding public transit.</p>
<p>Please don't cut the part of the 372!</p>
<p>Please take into account that a number of Roosevelt High School and University of Washington students ride bus 71 (and also 76). The 76 is usually packed when I see it go by my stop (W down 65th St) in the morning. Overflow students and employees get on the 71. By reducing frequency and travel routes, you are making it harder for these students and also UW employees to get to school and work.</p>
<p>Cutting route 57 will affect my elderly neighbors who would have to walk a mile to find an alternate bus stop. The route 57 busses are full often (at times to standing room only). West Seattle is seeing more residents (much planned condo development) but is subject to a cut in public transit options.</p>
<p>Please stop spending money so foolishly. The latest purchase of buses was a horrible idea. They have fewer seats and are brutally uncomfortable for any trip over 15 minutes. Of course I want Metro to get funding but sometimes I don't trust the agency to spend money wisely at all.</p>
<p>Try to keep drivers on the timetable, even if traffic is light. Shift some of the runs to other routes, e.g., fewer 372 and more 306/312.</p>
<p>The 71, 72 and 73 buses are often full to capacity and leave riders behind during peak times when the University of Washington is in session. If service is reduced on this route, there will simply not be enough space on the remaining buses to accommodate all the riders.</p>

<p>The buses I ride are already uncomfortably crowded. Not infrequently, a bus is too full to take any more passengers, forcing me to be late. Cutting service around them will only make this worse. Increase taxes! Public transportation makes life better for EVERYONE.</p>
<p>120 bus in general needs to be more frequent or more consistent during peak rush hours (already overcrowded) and drivers will pass by stops when full.</p>
<p>Georgetown and Mid-Beacon hill are already underserved by Metro. If these cuts go through, a large subset of the population, which is by in large elderly minorities, will be severely limited in their transportation options.</p>
<p>Have you explored whether crowdfunding could help fund the gap?</p>
<p>If Metro just keeps cutting service, people will have to stop riding the bus. With the new Amazon building location, cutting routes 26 and 28 seems really ridiculous.</p>
<p>I have no idea why you would keep 2 routes from Magnolia to downtown and you would eliminate the one that goes from Magnolia to the UW.</p>
<p>If Metro is going to eliminate routes to Northwest Seattle then there should be some efforts made to create better, safe park & ride locations in the Broadview/Greenwood area. If there were an equivalent transit center like Northgate on the west side of the freeway it would give riders more options.</p>
<p>Preserving even just one late night trip on the 43/44 would be helpful - say, stop service after midnight or 11:30 PM but have a 1 AM bus, or 1:30 AM bus, or something like that, to catch late night riders.</p>
<p>Don't put my disabled son out of a job by killing his only way to get home from work - it will literally kill him.</p>
<p>There are a lot of people that take the 60 from Capitol Hill to First Hill, the ID, Beacon Hill and Georgetown. This need should be addressed in the new route map.</p>
<p>Consider changing route 65; extending to Northgate transit center at the North end and/or to meet new route 73 at the South end.</p>
<p>In this economy and this city with our traffic, we need to have bus service to main areas. The UW is a main area and contributor to city. Metro should continue to show they value their riders preserving this necessary route. The commercials for transit service that say, relax and let us doing the driving are great but we needs these routes to be able to relax. Thank you for valuing your customers.</p>
<p>I think more money should be invested in transportation and less in government officials and campaigning...</p>
<p>Cutting the 47 altogether provides no options for the elderly or disable who can't walk all the way up to Broadway or over to Olive to catch a bus.</p>
<p>I would love to see the 28 kept around, but better yet, I'd love to see better routes between North Ballard and QA. Thanks!</p>
<p>Don't cut ANY service. We need MORE transit, not less. Find funding somehow!</p>
<p>Why not make changes until after the new light rail routes open?</p>
<p>Can you make Route 238 a peak hour bus, service in the morning with 4 trips and 4 afternoon trips back. Lake Washington Technical College should be served by Metro, because it is a Public educational institution</p>

<p>I don't understand how people will be encouraged to ride the bus when services keeps getting cut more and more. I already can't let my daughter ride in the afternoon because it would take over 2 hours for her to get home and have excessive waits at each stop which isn't safe for a teenager alone in the afternoon. Shouldn't we be looking for cuts elsewhere than bus service? If the routes were more user-friendly, we would already be using the bus much more than we do now.</p>
<p>Look for ways to cut costs. Try to raise more revenue through political lobbying efforts, and possibly raising ORCA card fees.</p>
<p>28 express has high ridership during peak commute times north of 103rd.</p>
<p>Putting 250 resources into 249 to expand hours (earlier and later) to connect with Overlake Transit Center would provide a viable (but less convenient) alternative. Connections to Overlake should be more frequent during morning and evening rush hours.</p>
<p>In addition to my other comments I feel it is important to point out whenever Metro has community meetings about transit it is in the middle of the day during the week. This makes it hard for most of the people who use the the bus to commute to work during the week to make these meetings. I would suggest moving them to after 5pm in order to be able to meet with more people who will be affected by the cuts</p>
<p>If the 71 will be routed down 65th all the way to Sand Point Way, I'd like to suggest having stops on both sides of the street. Right now, coming home from the bus is a bit of a walk on some fairly busy roads without crosswalks (but that is because there is currently no bus down 65th between Princeton Way and Sand Point going that direction). I'm thinking there may be a need to add parking capacity at/near Greenlake Park and Ride as I think the current proposal will increase demand there.</p>
<p>It appears that a lot of the cuts will affect the community living in the Central District. It appears that Metro service cuts disproportionately affect communities that are either low income or people of color. This has negative impacts on our communities. Meaning it is harder for us to get to our jobs, our schools, our daycares, our health and social service providers. This increases barriers to our already vulnerable communities. Please do not cut these buses. These service lines are overcrowded right now. Cutting them would be disastrous!</p>
<p>With all the cuts, I would suggest at the very least expanding the frequency and number of stops on the King County Water Taxi Shuttle. Currently, it does not operate as much after the summer, and with the cut routes, it makes for one less option for those who need a way to access buses that will get them where they need to go.</p>
<p>There are alot of people that work in the SODO District (specifically Starbucks Corporation - Headquarters) that rely on the bus dropping them off and getting on at the Lander Station on the Busway. You have now eliminated that option for people and now created more individual cars on the freeway.</p>
<p>Raise fares \$.25 at peak hours. AND Raise car taxes.</p>
<p>You mention having alternatives to routes which are being deleted but I don't see that info accessible.</p>

<p>For West Seattle, why don't you convert part of the parking lot for West Seattle stadium into a park and ride on weekdays. Then create a smaller shuttle that runs from 35th and Avalon to 3rd and Union from 7:45 AM to 8:30 (super peak standing room only times) and again from 5:15 PM to 6:00 PM - no other stops and the driver can take alternate routes if the viaduct has an accident.</p>
<p>Just because Amazon can pay for transit from Ballard to SLU doesn't mean that everyone else in the entire area works there.</p>
<p>Metro seems to be doing a great job laying out its plight to the public and appears to have thoroughly considered all available options, of which there are unfortunately none.</p>
<p>I'm confused about why the 48 express is being cut when it travels so much faster than the alternative local service. I realize ridership is lower, but I think if the express ran more often (only 5 trips/day now), then more people would ride it. I consistently see people refuse to get on the local service, so we can take the express option. It seems like cutting back some of the local service during the times when the express operates would save just as many service hours while maintaining higher quality, faster service for the bus-load of people who ride the 48 express.</p>
<p>Increase peak hr fair to provide for more commute time service. Decrease off hour service.</p>
<p>I'd recommend not reducing routes that are high demand. Reducing late night hours of most buses could be a solution, save those that are heavily demanded late night. Stop the 8 at the start of the new 106 so there isn't a huge swath of MLK without coverage.</p>
<p>Quit running 3-4 bus lines to the same exact places. When the #29 replaced the #17, I though it was absurd that the #29 basically follows the #1 and #13 route. And now you are thinking of reducing service on the #29 to only service Queen Anne when there are multiple lines that already run up Queen Anne.</p>
<p>The 68 is FULL in the mornings, and the 31/32 are always busy in during rush. I don't see how ridership is low enough to cut these routes.</p>
<p>With the many cuts in bus routes, I think that other routes, the 218 in particular, should help to pick up some of the lapse in service. Currently, the 218 provides a direct express service from Rainier freeway station all the way up to Issaquah Highlands. Since routes 205, 211 will be cut; and route 212 will be revised, the 218 will more efficiently serve people if it could stop at Mercer Island, and or Eastgate park and rides. It would lengthen the commute to Issquah Highlands, but all riders should share in the inconveniences of the budget shortfall, not just those who do not live in Issaquah Highlands.</p>
<p>Rather than a car tab increase, which does not affect bike owners and walkers, I would increase funding through a county-wide sales tax increase.</p>
<p>Transportation is important for people from all socioeconomic backgrounds and, while it will definitely inconvenience those who have the ability to wait longer or go purchase a hybrid car to stay eco-friendly and still get to work, for others there aren't any other options. Eliminating buses seems like a horrible option to start with. I'm clearly not a politician or transportation planner, but there should be more discussion on other ways to help with this problem. Sliding scale bus passes?</p>

<p>Due to the changed schedule of the 245, it does not connect with the 255. The 255 takes twice as long to get to Seattle as the 265. There needs to be an express bus from HPR or the 405 transit stop 5:50 am - 5:55 am in order for me to make my connection in Seattle.</p> <p>IF the 265 is removed, there needs to be a Freeway stop at 70th between 5:45 am - 5:55 am from an existing bus line that runs down 405 to Seattle. In order for this to be a connectable connection, there needs to be a 245 that runs early enough from Overlake that will make this connection (to let passengers off at the Houghton Freeway stop going towards Kirkland from Overlake) - there needs to be a 5 minute leeway time for passengers to cross the street and get to the Freeway Stop on 405.</p> <p>In fact, I would suggest that the only way elimination of the 265 would be viable would be to make sure there are express buses to Seattle stopping at the 405 Freeway stop at 70th, roughly at the same time that the current 265 stops at HPR are.</p>
<p>consider keeping routes but reducing frequency from every 30 mins to every 45 mid-day and weekends. consider changing uw campus routes so that more buses loop make the loop past buildings at north end of main campus.</p>
<p>The reality is KC metro will not consider any ideas other than what it has already planned to do. This is shameful that ANY route has to be cut or reduced.</p>
<p>More parking at park and rides is needed for both bus and train. I know this is not directly relevant to guidelines above, but it will influence how easy it is or is not to take the bus, along with all the other proposed challenges we commuters will be increasingly faced with. It can EASILY tip the balance to less bus use.</p>
<p>We need more transit not less! We need funding through an income tax or some other, more stable means.</p>
<p>Just no.</p>
<p>I think service revision is necessary and I agree with ending service early or reducing frequency, but I really don't want to see my major commute route (271) stop serving our neighbourhood which makes not very practical to take the bus.</p>
<p>There is a proposal to eliminate the 193 from the Tukwila Park N Ride this is not a good option. There are lots of employees from Vm, Swedish, and Harborview that use this stop to get to work, and a lot of them are nurses and medical assistants, which are vital personal to the safety and welfare of the county. Currently there is only 1 bus the 150 into down town, where as the Federal Way area has 8-12 options into down town. This bus does not fill up until the Tukwila Park N Ride. People drive from Renton, Kent Buriem, Tukwila and sometimes from the Dent Des Moines area to the Tukwila Park N Ride. The Kent Des Moines Park N Ride is not safe and is not large enough so they drive to Tukwila to catch the 193. This bus goes directly to First Hill, and you don't have to catch 2 buses to get to work.</p> <p>I know for a fact that the First run and the Second run of this route in the morning have a minimum number of 25 people getting on in Tukwila every morning, there has been up to 35 people getting on this Bus at the Tukwila Park N Ride.</p> <p>If Metro wants to eliminate any portion of the route for timing, or usage, it should be Federal Way. They have numerous option of buses that go into the down town area. The people in Tukwila only have the 150. The 161 is a small bus and only stops twice in the Am & PM in Tukwila.</p>
<p>Don't stop bus runs, spread them out to less runs but give people the chance to use the bus</p>

<p>more buses that go east/west across seattle from all neighborhoods. larger shelters at bus transfers. it rains here!</p>
<p>The "Tim Eyman" cuts in tab fees started all of these funding crisis(s). Metro should be pushing to reinstate the car tab fee (based on the car's value). In the long-term, I also believe more road-user fees should be established, such as additional (non-bridge) highway tolls like they have in Chicago, New York & Massachusetts. If people wish to commute ALONE in the comfort of their cars, they should be required to pay more toward regional mass transit!</p>
<p>I am not a transportation engineer and have no competence in this area.</p>
<p>I wish I could propose a solution. If it's more economical, I'd like to see smaller buses with more frequent circulation on the island, and maybe only the full size buses for the peak-heaviest usage times. I don't know if that would help but if service gets much more limited on the island, I will have to move elsewhere.</p>
<p>If you must, cut one morning and one afternoon trip for the 167 route (either the earliest or latest runs on the schedule), but please don't cancel the route!</p>
<p>Please consider the fact that you are proposing to cut routes that are currently used extensively and in very popular areas. You are intending to cut routes that go to highly frequented areas as well as to busy business and work areas.</p>
<p>Please take a close look at who will be affected by these un-necessary changes. Maybe a reduction in Metro's Executive Leaders would be a good place to start. I wonder how many of them take the bus that we rely on daily. I've been riding Metro for 34 years and the buses are always full, I find it hard to believe Metro is running out of funds, I'd be even willing to have a fare increase if that what it takes. Thank you for your time.</p>
<p>Charge by distance travelled (require people to tag off, not just on), not by route. I would be willing to pay \$1-2 more when I travel all the way from Redmond into Seattle.</p>
<p>Please run Route 1 down 1st ave. The loss of Route 99 will pull all service off 1st, which has had transit service for over 100 years. There is more housing there now than then. Route 1 on 1st makes too much sense.</p>
<p>I gave up my car 6 months ago. So far, this has been a fairly positive experience. If my route is directly impacted, it may force me to move, and/or purchase a car.</p>
<p>Please get rid of the rapid ride through Ballard. It is a pointless route and nearly always empty through Crownhill/Greenwood. The 28x is a much better route for most of the community there.</p>
<p>I do not know about transit and how can it be served under these new budget constraints. But for my commute route, this is unacceptable. My neighborhood is served by one bus route between I-5 and Beacon Ave. The amount of riders who use this to get to SCCC is incredible and should not be changed. I can only say that it is my deepest hope that these budget cuts do not take place.</p>
<p>Increase the cost but do not stop any routes. And please don't stop them coming between 7 and 11 pm. Many of us have to work late and this is not acceptable.</p>
<p>Realize that car owners should know that buses help them by keeping more people off their cars and freeing up some road space, which could help justify an increase in car tabs to keep Metro running. Also, once these cuts are averted, and once Metro has a stable funding base... we should focus on how to improve service.</p>

<p>When Metro cut Route 196 what since did it make to add Route 178 only to have it loop around to the South FW Park n Ride - adding an additional 30-40 minutes to the daily commute. You should've kept the 196 had it service at the Star Lake and Kent/Des Moines off and on ramps, which are straight shots off and on. Reducing time. Have certain 177 service those off and on ramps at a later time or staggered to pick up overflow. Looks to me the 190 is pretty full. Why in the world Metro would cut out the the 152, 190 and 192. Cut one going in the same direction maybe. Riders who take the 177, take it for a reason: to utilize the stops that easily access light rail, their jobs near the busway corridor, Jackson Street on up 4th Ave. If people want to get off on Seneca, they can access those buses that get off on Seneca. They don't do so because they need to access the Busway corridor. Concerning the 196 and 178, Metro has strategically set these inconveniences in place to ultimately come to this Proposed conclusion. Shame on you!</p>
<p>You could save some money if drivers didn't waste so much gas running quickly up to the next red light to sit and wait anyway. You could reverse the Cheap car tabs for rich folk - Eiman... You could cut more high paying county/other jobs. E.g. my son worked at Renton parks where there were like 6 levels of mgmt over a few people working within the parks. Well, thanks much for the chance to share!</p>
<p>Three suggestions to increase funding:</p> <ol style="list-style-type: none">1. Raise employer-supported ORCA card (formerly flex-pass) by \$50 a year - still a great savings for commuters,2. Charge \$10 for each "home free" cab ride for the above,3. Start requiring those with state disabled parking permits to pay when there are curbside meters, and other areas where the government would charge others to park.
<p>I could handle fewer daily routes but to eliminate it altogether seems senseless and drastic</p>
<p>I often see two B line busses right next to each other on 148th Ave NE. In my opinion that service is extremely poorly organized if two of them come at the same time. Surely that can be better managed in order to save other routes that people depend on.</p>
<p>Bus routes are currently all centered around downtown, which already makes going to destinations outside of downtown tricky (ie SODO). If there is only ONE route from northern stretches of 99 to SODO (the 5 which changes to the 21), you should leave it alone and focus more on routes that duplicate service. This particular route is fairly full until the Starbucks stop anyway, so it is being used heavily during peak times. Perhaps consider shortening the route going south past S Lander and 1st or reducing service frequency after 7pm if something needs to be cut.</p>
<p>167 bypasses downtown:</p> <ul style="list-style-type: none">- don't have to share a ride with people that use public transportation on for "entertainment" convenience, ie. football, baseball, soccer games, or concerts, Broadway shows, Pike Market, Space Needle, etc.- limited transfers- shorter commute time (by an hour each way - two hours a day = 40 hours a month)- commuter for life (if the proposed cuts take affect I will no longer take public transportation)
<p>If the bus is travelling north from Burien TC to downtown, why not pick people on the way back south? I can't get to work if the 121 doesn't run, could there be at least one southbound trip in the morning and one northbound trip in the afternoon that are 8.5 - 9 hours apart so I can get a full work day?</p>

<p>I know many people rely on the #1 line to get to and from their home neighborhoods on the West Slope of Queen Anne, in particular in snowy weather, which we now have every year, at which time it becomes the only viable route on and off of Queen Anne. I wonder whether there might be value in looking at going back to the Night Shuttle that used to exist to Kinnear - through service from downtown stopped around 7:30, I think, and then the shuttle ran a loop between Seattle Center and the end of the line until 11:30 or so. Or maybe some version of the Snow Shuttle that loops from 7th and McGraw around the shopping district at the top of the hill, which would certainly be a help, especially on weekends when you're proposing to cut the #1 service altogether.</p>
<p>Not sure why you think it is a good idea to cancel or reduce service in proven high-ridership routes. Also, you are not working with Planning Department. We have a soon-to-open transition housing complex for 70 residents. No parking. Rationale for building on Delridge was the access to the 120. How will reducing the 120 help when we have the transitional housing, flop house, and two new condos all on Delridge? This does not serve the community at all. The 120 is the ONLY route available for most of us.</p>
<p>You want to minimize " impact"??? DO YOUR JOB!!!! You forgot WHAT your job is??? Let me remind you PROVIDE PUBLIC TRANSPORTATION TO PEOPLE!!!!!!!!!!!!</p>
<p>While my routes are not significantly changed, many other routes are. What can be done to have major employers in the city help foot the bill?</p>
<p>Because Mercer Island City Hall is not located in the central business district, there will not be public transportation to the city services at all.</p>
<p>I think there are other ways to be more efficient, for example the 178 route gets on the freeway after departing the So FW P&R, I can leave the P&R at the same time as the bus and take side roads or Hwy 99 and get to the 320th P&R long before the bus, wouldn't it be more efficient to have the bus take 99, would eliminate alot of the delays that route is experiencing. Additionally, on the evening routes, I've often seen 2 178s departing 320th at the same time with very few rides on each bus, why not combine the two and send one back to Metro (or onto its next route). While you'd still have to pay the driver, you'll be saving on gas and wear and tear on the bus.</p>
<p>If bus service is cut, I have no other choice than to drive my car to another residential neighborhood, clogging up an already traffic congested area and taking a different bus, if I can find such a route that takes me into downtown Seattle. I chose to live where I do because I have reliable bus service and my car stays parked at home during the week. If Metro needs more funding, they need to start taxing Amazon, Starbucks and these other world leading corporations so their employees can get to work on time. These proposed cuts make no sense at all. Do you think the West Seattle Bridge-15 corridor can handle anymore traffic? It takes my partner up to 1:15 to make the drive from West Seattle to first hill via the West Seattle Bridge on some days. Normally, it is a 15 minute drive. We need bus service and light rail - we needed it yesterday. Vince Hosea 206 679-9504.</p>
<p>Maintaining a direct bus route from Magnolia to the UW, at least for the morning commute is essential. Many UW employees start work at 6:55 a.m. and already only have one bus that arrives on time to start work.</p>
<p>Look to other cities or countries that have successful programs and model ours on their success</p>

<p>Don't cut bus routes, the 355 and 48 E serves a lot of workers who work for the University. It would be inconveniencing a lot of people.</p>
<p>I think the proposed changes unfairly impact Mercer Island. Think Metro should focus on runs that have low ridership not the route.</p>
<p>You have forced us to have completely no bus service while neighboring routes experience no changes. Your proposed alternative is not physically safe with the car traffic and no shelters to wait on a busy street where cars drive as if it was a freeway.</p>
<p>Since most of the buses are STANDING ROOM only, especially since the previous cuts made when Rapid Ride was introduced, the budget deficit isn't from lack of DEMAND, so it alternative funding sources cannot be found, then simply increase the fair, it's that simple of economics, the city & it's citizens NEED to metro bus system to go their jobs, to go to their homes, recreational entertainment, grocery shopping & other commerce and more so cutting service isn't a viable option unless you want to hurt the cities economic output & communities</p>
<p>Keep the \$20 car tab fee in place and King County needs to license bicycles and charge them the same tab/licensing fees they charge cars. Keep any "taxes" or "fees" you implement to preserve bus service reasonable. I do not have an endless supply of money to fund everything you say you need more money for. Also, your guidelines make no sense. I used to ride the 41. I usually took it during peak times when it is packed. Even when I took id mid-day it was crowded. I don't know when you sirveyed the ridership on bus routes because what you say about them does not match what I see riding the 24 and 19 every day. Yes the 19 could be eliminated and the 24 could always do the loop up to Viewmont and Emerson. You can also reduce the number of 24 trips during the day. Hopwever, many elderly people rely on the 24 mid-day to get to appointments.</p>
<p>Cutting freeway busses from the northend to downtown that operate morning and afternoon only, will put more people back in their cars conjesting traffic furthur and will overload existing bus routes.</p>
<p>Don't close the 43!! I moved to be close to it.</p>
<p>A lot of college students and working class people without cars live on 5th Ave and will be punished by the elimination of the 66 and 67 buses. Walking to Roosevelt is going to add hours to their commute over the course of a week. Eliminating the 242 will add an hour to my commute over the course of a day. I will have to leave later, riding for a longer period and getting caught in more traffic and reducing my productive time at work. Tax the drivers on 520 even higher. Make those suckers pay.</p>
<p>Route 173 has seen a dramatic increase in ridership. It's the Boeing Industrial Special bus that just runs twice in the early AM and PM. Please do not delete this route</p>
<p>I hope that our elected officials will step up and do the right thing by passing funding for Metro. This is a badly needed service to our communities.</p>
<p>I see the express down Eastlake as a crucial bus for serving the ever growing South Lake Union area of Seattle. With a bus that is so full of the time, especially since Amazon headquarters moved, I think you are doing a huge disservice to your customers - perhaps you reviewed the route too soon!</p>

<p>Does not make sense to delete a route 179 from the Twin Lakes Park and Ride where there is a lot of parking for people and close to neighborhood where people can walk to in order to catch a bus that will go straight to Seattle and have no transfers. Not really sure why you can not combine a route that starts at the Twin Lakes Park and Ride and then go down to the South 348th Park and Ride and then maybe over to where the 177 bus Park and Ride then out to the freeway. You make statements about people will just have to walk farther make more tranfers and basicly just deal with it. I have given suggestions many times and nothing seems to be done with my feedback in the past so I am not really sure why I am wasting my time with this right now. BUT THIS ROUTE IS VERY IMPORTMENT TO PEOPLE THAT DO NOT DRIVE OR WHO ARE IN WHEELCHAIRS THAT WE HAVE ON OUR BUS EVERYDAY WHO WOULD NOW HAVE TO GET OFF THE BUS WITH THE LIFT THAT TAKES TIME TO LOAD AND UN LOAD AND THAN TRANSFER TO ANOHTER BUS THAT WILL TAKE MORE TIME TO LOAD AND UNLOAD HIM. REALLY!!!</p>
<p>Take away all free or state subsidized passes. Cut the letter routes down and keep the routes that feed businesses such as the 173 route</p>
<p>Please don't cut any service for the 121 route (and the other routes going along E Marginal way). I can drive to work in 25 minutes, and taking the bus with a 45 minut commute is still reasonable for the time I expect to spend. More than that, it seems to be a waste of time and energy, and I have family to get back to at home that would rather not spend more than 2.5 hours commuting in a day. (my return trip between the 121 and 301 already takes up to 1.5 hours because the connection time is so tight and the buses typically run late/early in an inconvienent way for me to get home on time.)</p>
<p>the more you cut service, the more inconvenient bus service becomes and less people use the bus which leads to more service cuts because of perceived reduced ridership. At this rate of service cuts each year, Metro won't have any routes left in the very near future. need stable funding & riders need to pay more.</p>
<p>We could do away with routes 55, 56, 57, shorten routes 50 and 128, and add a route similar to the old 53, running every half hour, to connect Alki/Beach drive to California and Admiral to make the connection downtown.</p>
<p>B line is good option but can not get to it soon enough to get to work on time. If I choose to drive it takes 15 minutes, but by being energy mined and attempting to take the bus it tajes 45 minutes</p>
<p>Please remind our legislators that we understand that mass transit is critical to the future success of the Puget Sound region and that most citizens are eager to do what is fair and equitable to help provide stable funding. Excellent service for all can be achieved if we all do our fair share!</p>
<p>Stop making do with no funds. You are being too quiet and patient (I can't think of the right words). You people are our elected officials, so help us! Get us some money for our public transportation!</p>
<p>I have noticed that the 5X does not seem to save much time over the regular 5. I worry that routing 355 on the 5X route wouldn't be the best option. Consider keeping the route on I5. In the morning run the route northbound on Greenwood, stop at Shoreline CC, and then catch I5 to downtown. In the evenings, the reverse: Greenwood via Shoreline CC. This would give customers on the north side of route 5 a faster trip and ease the demand on route 5 as well.</p>

<p>look to more redundant routes to reduce service before canceling ones like 47 that are more unique. 10/11/43/49 often leave close in to each other and service more of the same areas where 47 services western capital hill more. why not spread out the time the redundant routes arrive and keep the more unique. the majority of the people riding the 47 board and fill the seats in the first three stops going to downtown during rush hour. we need the service to north west capital hill cancelling 47 and 25 will greatly reduce our options putting more cars on the road and more people not riding the bus.</p>
<p>As usual, the poorer areas of Seattle are being the hardest hit by the changes even though these communities need transit the most. We used to be able to take the 27 or the 14 to get downtown - now you're ending the 27 and ending the 14 after 7PM. How can you do both of these? Why do you think that no one needs a bus after 7PM? it's crazy!</p>
<p>Deleting both the 67 and the 66X should not happen. I could see getting rid of one if absolutely needed, but it is unfair to leave the area with easy access to service downtown. Cutting the 242 from people's commute would also be a shame. It already has reduced service and is beloved by us as well. My husband uses it everyday for his work commute. We would likely buy a second car were this route to be deleted as well. Walking 2 miles to the other side of Green Lake for the 545 is not convenient enough for us to continue using Metro. Thanks for everything you are trying to do!</p>
<p>Please examine the rationale of routes that overlap coverage, for example: the 32/RapidRide D, for instance.</p>
<p>Stop building game stadiums and start funding public transit and infrastructure.</p>
<p>Cut some peak hour runs to preserve some sort of late night service. Specifically, the restructure of routes 8, 60, and 106 would be disasterous. The 60 would become useless to most riders, and by changing the route that runs along MLK to a downtown based service, you are duplicating LINK which seems wasteful. For all its faults, at least the 8 as it runs now provides a useful service besides a LINK shadow. People going Renton to downtown would be better served transferring to LINK or taking the 101 rather than sitting on the 106 all the way from Renton to downtown.</p>
<p>I am concerned in particular about a loss of service in the evening (7-8:30pm or so) from Downtown to the Wallingford neighborhood.</p>
<p>please please please do not penalize the low income. We are the ones using it the most. Please dont take it away from us and make us suffer more. Please dont make us wait longer times, or take more transfers. Life is hard. Please dont make it harder on us. Please please be smart and hire somebody who knows strategy to help you generate the funds to save this service. I am so proud I take the bus every day. And so grateful. It is a MAJOR perk of living in Seattle. Please dont make it a city that low income people cannot access.</p>
<p>Since the 522 does not stop at our stop (even though it is often less the full, Metro should increase the number of 312 runs, to make up some of the loss, and try to increase ridership along this busy corridor (single rider cars make up the largest portion of vehicles along LCW in morning rush hour).</p>
<p>have you looked at your staff who are paid high salaries because they have been around for many years. review for efficiency and effectiveness and performance just as the private sector does.</p>

<p>I would strongly encourage Metro to cut "hours" of bus service late at night rather than during the business day when most riders need service. Some lines may require evening service, but many do not. Metro could consider a "owl line" as exists in San Francisco to efficiently move smaller numbers of riders during the evening along a collective route, instead of cutting main bus lines that carry working commuters during the day.</p>
<p>Rt 19 at peak hours is well used. I don't understand why it would be cancelled.</p>
<p>Has any consideration been made to the pay and benefits of employees? My fares pay for some great drivers, and others that provide horrible service yet remain employed. Why can't fare increases be considered? If Metro truly costs so much to operate, those that use it can't pay more? There are three buses that service the Tukwila Park and Ride, and you are proposing to make it only 1. All those park and ride spots are therefore a bit of a waste. It may be helpful to therefore provide more spots at the train stations in the area for the people who have to try something else. If we'll have to start to go to more centralized places in Seattle to transfer, those places should be made safer. I'd rather not have to see a drug deal going down every morning trying to get to work.</p>
<p>Since there are only so many times a bus route can run, I understand the changes. The 271 does, however, seem to be one of those rare exceptions where I would think making less stops, and streamlining the route, would actually be less harmful than reducing/keeping the same frequency. I am also really starting to think the amount of times almost any bus stops in the University District/Campus area is a little excessive (considering the budget situation).</p>
<p>Right now the 927 reaches NE 4th St in Sammamish every other run. It would be much more convenient if it did so on every run.</p>
<p>Cutting routes and times only has the effect of having a downward spiral. Less service means people are less likely to use which leads to route cuts which leads</p>
<p>By removing bus routes from MLK you appear to be doing a great disservice to the exact people that are you supposed to be trying to help. Instead of simply cutting routes you should research alternatives that increase reliability and efficiency that will in turn increase ridership.</p>
<p>Many, many riders would be willing to pay another \$0.50-\$1.00 to prevent their routes from being cut or reduced. Metro should consider this option before making additional cuts. Riders who meet certain income requirements could be exempted from the fare increases and Metro could still raise enough money through increased fares to prevent many of these cuts. If Metro reduced the amount by which it subsidizes the U-PASS so that students were required to pay double the amount we currently pay, for example, this alone could prevent some of the proposed cuts. The U-PASS would still cost significantly less than the standard monthly pass, and students would receive additional financial aid to cover the cost since the U-PASS is included as a fee in the estimated annual student budget. I am a law student with quite a bit of debt, as are many of my colleagues, so I am in no rush to take on additional debt. However, it would cost me significantly less to pay an extra \$90/quarter for the U-PASS than it will cost me to pay for cabs and use Car2Go when my route is eliminated. My situation is not unique in this respect--many of my colleagues feel the same way.</p>
<p>Reduce the number of trips outside peak times or space them out a little more. Sometimes they come in to the main stops back-to-back.</p>

<p>I'd really like Metro to describe their plan to bring riders to the future North Link rail stations, particularly to the Husky Stadium station. I think that Route 243 will be a critical route to bring riders from NE Seattle to/from Husky Station.</p> <p>Also, ever since 520 tolling started, Route 243 buses are consistently full and often have standing passengers (which in my opinion is a safety concern that Metro does not adequately address on routes travel at highway speeds).</p>
<p>I think Germany should be studied and other countries that seem to do transport better than us.</p>
<p>1) From the VA medical Center to Harborview there is no longer a direct connection, from the east side of the hospital complex at least two buses need to be taken, from the west side, three. The extended route #107 could continue to provide service to Harborview or it could connect with the 3 by going to the Seattle CBD, fixing much of this.</p> <p>2) West Beacon Hill will still have no connections to Seattle's CBD if the original proposals are followed.</p>
<p>Need more clarity about specifically how on-island transit, if any, would be offered for Vashon Island.</p>
<p>Can somebody please make Tim Eyman move to another state?</p>
<p>See how the buses that run in the middle of the day that only have one or two riders and use smaller vans for those runs in the middle of the day....</p>
<p>you might want to take into account the nearly 200+ new units of housing added in the shared coverage area of the route 47 line with 160 of them skipped over entirely if the route were to be eliminated.</p>
<p>Fully service all of the park and rides with express service</p>
<p>while waiting for the 28 local downtown it is hardly unusual to see 4 or more 1/4 full route 358 buses come & go before the 28 arrives. Why are there so many of some routes that never seem to be full and other routes that often have to pass up people since the aisles are already dangerously full? The route 40 has been a great addition but I avoid taking it during peak hours due to overcrowding and the snailpace it travels along Westlake and Mercer. Would it be at all feasible for Metro to have some sort of shuttle that could pick up passengers from the discontinued routes and shuttle them to the nearest Park & Ride ? Or shuttle size vans instead of full size buses on low ridership routes to cut down on fuel consumption ? Is it really necessary to change bus styles, models, etc as often as Metro does ?? San Francisco has a lot of very old VERY WELL PATRONIZED buses that seem to do just fine in a very similar set of hills , geography, climate .</p>
<p>Routes 312/306/522 are very heavily used. We already have packed buses with standing room only. Cutting service on these heavily used routes will affect more people negatively, and will lose revenue for Metro. It should be a priority to keep service high on routes that serve the most people.</p>
<p>I look at organizations like the port of Seattle where executives earn >\$300k a year, yet we are not able to fund transportation, which directly affects the Port of Seattle. Is it possible to have a sliding payment scale to help fund transportation? I would be willing to pay more so that I can get to/from work. There are others who should pay less- they don't have a job or have different circumstances. I would be happy to discuss this situation with our elected state officials if I had a chance - and the meeting was in the evening.</p>

<p>The priorities are flawed because they do not consider that removing routes and changing routes that require riders to transfer buses to complete trips severely decrease the rideability of those routes. With the current proposal, a trip that currently takes me 35 minutes, would take at least 50 minutes (assuming the buses link up), and require me to walk an extra 8 blocks.</p>
<p>Allow route 74 to run between 7am-9am and 4pm and 6pm so the people in the seattle neighborhoods can at least have a way to and from work.</p>
<p>maybe affluent areas, like mine in Issaquah, can/should pay higher fares to support less affluent neighborhood routes</p>
<p>The proposed plan removes adequate Metro bus from most of Wedgwood. As an elderly couple, it will be more difficult to reach a bus and usually require a bus change. My wife will reduce her trips to YMCA in U-district for exercise. She has a balance disorder that makes walking difficult, even a bit scary depending on wind and sunlight.</p>
<p>Please maintain at least a couple of runs per day to serve those of us living in west Broadview.</p>
<p>Just don't make it harder on us senior citizens.</p>
<p>Buses are currently too crowded. Cutting service will make buses more crowded, meaning more riders left behind when buses drive by stops when too full. This is unacceptable.</p>
<p>Please charge people paying by cash more, they slow buses down. Please also enforce the exit through the back door policy. Exiting in the front greatly slows down busy buses. Lastly the route 5 is greatly in need of a stop diet. At times this route has stops every 1 block. There is no reason a 1/4 mile or more should not be between stops.</p>
<p>the environment</p>
<p>I understand the needs for cuts, but your proposed change to the 28x will increase my commute time by at least 33%, that is, if the bus actually runs on time, which at least 25% of the time it does not.</p>
<p>Metro should raise the fare to \$4.25 one-way to cover funding gaps. This would be competitive fare pricing with the Bay Area, so appropriate for Seattle.</p>
<p>1) the #16 is not useful to #26 riders. It is a 1/2 mile uphill downhill slog from the #26 route to #16. 2) I use metro for all my transit. and or errands bringing packages with me. I use it to get to downtown and to doctor appointments, restaurants and arts venues. I need more information about how a normal person with encumbrances will get from home to the bus and back with these changes. 3) TAXIS DO NOT PICK UP ON STREETS; ONLY AT ADDRESSES. Riders cannot get off the bus and get a ride the rest of the way. 4) By cutting back bus service you will be cutting back access to businesses. This will result in cuts to tax revenues.</p>
<p>I frankly do not understand how people living in high density housing along Alki Way and Harbor Avenue SW have any alternatives left to them for mass transit outside of commute hours. It's hard to imagine what people with limited mobility will do.</p>
<p>Thank you for asking for feedback.</p>
<p>Why don't you make an effort to get off in the public and ride the bus route your trying to cut and see if it makes sense. Show us your effort.</p>
<p>Reverse peak trips are very important, and last mile connections will suffer greatly. I don't see a way around this though.</p>
<p>You have no other routes that serve 145th in the afternoon. I can't get from work to pick up kids from school in time without the 304.</p>

<p>Explain specifically why a certain route must be deleted or cut back, please.</p>
<p>most are already noted. The Sound Transit 556 was not listed in the bus routes that I normally take a few pages back.</p>
<p>Do not consider a new stadium unless there are no cuts to Metro. Have large companies/buildings whose workers rely on bus to get to work on time subsidize metro. They will pay in lost productivity if workers always late bcs overcrowded bus passed them by.</p>
<p>Please reconsider not cutting the 15/18X because it duplicates the D in every way, & there are some low ridership routes that are not getting cut (55 to list one) yet some that are higher performing are being sacked (27)</p>
<p>I don't quite understand the reason to cancel 68 since it is invariably full. Sometimes I have to stand.</p>
<p>It doesn't work if bus 150 ends service at 11pm. I get off work at downtown Seattle sometimes passed 11pm, how am I going to go home now? I don't live close to the tukwila transit, rather, I'm by south center mall. Currently I already need to walk over a mile from to the bus stop, cutting service would seriously affect my ability to keep my job.</p>
<p>Jerks. All of you. The impact on Wedgwood is catastrophic. Laurelhurst, too. Stop playing games and start working out real solutions.</p>
<p>What truly frustrates me is not how cuts in Metro will effect me, but rather how it will effect my sons who rely entirely on Metro. They have jobs which have them working unusual hours -- night and weekend and it appears that the majority of the cuts are those where my sons would utilize your services. My belief is that you need to retain bus services at night and on weekends to accommodate the lower income people who rely on you.</p>
<p>Please make sure something gets residents from Klahanie to work and back. How will they get to their jobs?</p>
<p>Why does South King County ALWAYS Get cut??? Why can't Metro run a decent express route out of the Twin Lakes Park and Ride. Why can't we have a decent express out of the S Federal Way Park and Ride? S Federal Way Park and Ride is ALWAYS full. Twin Lakes is rarely full. Run an express from Twin Lakes to S Federal Way and then on to Seattle. PLEASE!!!!</p>
<p>Cut criminal justice, not metro.</p>
<p>I do wish that the service to Bellevue College was not cut off for at least the 271 and 245. That will make walking to class at least 15 minutes longer (if I do remember correctly). But if it really does save a lot of time and money I would be okay with it.</p>
<p>Charge those of us who CAN pay more, but continue to support reduced fares for low-income and disabled riders. I ride Metro because 405 as a single car driver is miserable, but if my bus is packed to the gills because of a reduction in trips, that is as bad. I hope that someday long-term and stable funding can be established for transit service in King County.</p>
<p>I don't know why route 161 would be deleted when every time I get on the bus it's already full halfway through the route. I can't imagine the one time I ride the 161 is the busiest time...doesn't make sense. If you would cut the afternoon route instead or morning that would be doable.</p>
<p>Suggest having riders who use a specific route vote on which morning/evening route times to reduce.</p>
<p>I will be forced to stop using metro if the 113 goes away. I am embarrassed that we have such bad public transportation in Seattle. If Portland can do it, why can't we.</p>

<p>I'm not really sure who is making the decision on which proposed routes to cut or delete or significantly reroute, but it's most definitely not someone who is riding those routes on a daily basis.</p>
<p>route the 123 so it turns right on 2nd avenue downtown, goes up jackson to 4th, then goes from Jackson up 4th to north downtown. That way people who need to can avoid hills. Additionally more busses so they are not so crowded. Also don't just take distance into account. I can walk distances on flat surfaces but short trips on hills just kill my knees.</p>
<p>route 215 is packed in the mornings and afternoons. why not increase the faire instead of dropping service?</p>
<p>Why not raise bus fares to cover more of the cost? I would certainly pay 17-25% more to avoid a 17% cut in service.</p>
<p>I believe that if Route 47 is cut, additional service/trips should be added to Routes 43 and 49 and other routes serving Capitol Hill. Buses are often very crowded at peak hours.</p>
<p>Please don't make traffic any worse than it already is but cutting our already reduced service!</p>
<p>I just want a late night service that goes from Seattle to North Delridge. Change the C-Line to stop under the bridge so i can hop off at the transit center there instead of on top of Avondale.</p>
<p>should consider impact to corporate transit users and whether corporations would be willing to fill the gaps.</p>
<p>Consider all the reasons why transit is good transportation option. Also, consider the impacts these cuts will have on those who depend on transit.</p>
<p>KCC needs to step up and fund this. WA legislature must let King County / Seattle fund its own transit needs.</p>
<p>The UW Seattle Campus is a highly populated area with a large number of staff and students using specifically the 355X to get them to and from the North Seattle area. The proposed reduction doesn't seem to be accurately assessing this demand.</p>
<p>I'm very frustrated that the 355EX will be cut. It is not convenient or safe for me to walk to Aurora to catch the 5X or transfer to the 48 to get to the U-District. It will extend my travel time significantly and mean that I will not arrive at work on time.</p>
<p>Perhaps you should look at individual routes that lose money. As I said before, the 355 is heavily used in both the morning and evening commutes. An example would be the 28, which I have ridden to downtown in off hours. That bus can be quite empty at times. Isn't there a way for Metro to see which buses are not reaching capacity? Those would be the routes to cut. There is clearly demand for a 355X route.</p>
<p>There is no other route the duplicates the services of the 12 in my opinion. It is essential for my work commute.</p>
<p>If you lose bus riders like me to driving our cars, we will never come back to being bus riders. You're hurting yourselves long-term for short-term gain. I will no longer support transit funding packages that serve only people going to and from downtown. Transit does not work in this city except for a minority of people who aren't too poor to have another option. If you only serve poor people without other options, you will never receive the community's support for further expansion and reducing single-car travel.</p>
<p>Please don't take the route 355 out of the U district. It fills up with riders there and empties out in front of the City and County buildings on 5th & James. These are daily riders that need this route.</p>

I would strongly suggest cuts be distributed better -- for instance, to eliminate the 67 route but NOT the 66E route -- which together form the two main stops for an entire neighborhood. I'd also look further into reducing some of the 70-series routes, which are more redundant even if they are also highly trafficked. Cutting off access altogether to a neighborhood is so much worse than strategically eliminating routes across various neighborhoods, or reducing the number of buses that are truly redundant.

First of all, I think that you've done an excellent job putting together a proposal that will have the smallest possible impact, given the magnitude of the changes. I'm particularly happy with the new routes 2, 3, 8, 13, 26, 28, 71, 73, and 106; I think these are changes that will make the network strictly better, and that would be good to do even without the budget shortfall.

I have a few specific comments, mostly based on routes that I ride frequently.

****Fremont routes****

For the most part, I think you've made the right trade-offs here. The 26X and 28X are better routes than their local counterparts. However, I think that it would be better to move the 5 to Dexter and keep the 16 on Aurora, rather than the reverse.

There are several reasons I feel this way:

- If the 5 were on Dexter, then it would go in a straight line from the Fremont Bridge to 43rd St (and possibly further -- see my next comment). All things equal, straight routes are better routes; they're more efficient, and easier for people to understand. In contrast, routing the 16 through Fremont is a deviation that makes the route more complicated.

- The 16 is a labyrinthine route, meandering along narrow streets through North Seattle. This is not any fault of Metro's route planners; there simply aren't any good arterial roads in the area. In contrast, north of 50th St, the 5 follows a straight path all the way to Shoreline. Given the inherent slowness of the 16's routing, I think it's more "fair" to allow the 16 to take the slightly faster route between the ship canal and downtown.

- I would also guess that there are several people who live in between 8th Ave NW and Greenwood Ave N, and who choose to take the 28 rather than the 5 because the former goes directly to Fremont.

Conversely, people who live in that area who want the most direct route to downtown currently take the 5, but will now have the option of taking the 28. And folks in Wallingford who want to get to Fremont can switch from the 26 to the 32. So, on balance, I think that moving the 5 to Dexter will be less disruptive, in the context of the other changes, than moving the 16.

- Selfishly, my daily commute takes me between Greenwood and Fremont. So moving the 5 to Dexter would remove a ¼ mile of uphill walking from my daily commute. I don't think that I'm the only person in this situation; I frequently run into other people walking from 38th/Aurora to Fremont, or the other way.

****Route 5****

I think it would be good to move the 5 from Phinney Ave to Fremont Ave between N 43rd St and N 50th St. I'm sure that you're familiar with the merits of this particular change. I think this is a particularly good time to consider the change, given that so many other things are changing. Also, if Route 5 is moved to Dexter, then this change would keep the 5 in a straight line from the Fremont Bridge to N 50th St, which again makes the route that much simpler (and faster).

****Routes 48/71****

I love your proposal to convert the 71 into a straight route that is designed for connections. I'm curious if you have also considered merging the 71 with the E-W segment of the 48, and truncating the 48 in the U-District (i.e. in the same place as the 43 and 49). This would reduce service duplication along 15th Ave NE. I could imagine that such a revised route would become one of the most popular routes in the system, like the 8 and the 44 are now.

The obvious downside is that there would no longer be a direct route between Crown Hill/Greenwood and the U-District. I'm sure that you've considered this, and so you may be postponing a change like this until North Link opens. Regardless, this is a change that would save service hours without reducing frequency or coverage, and so I think it's worth considering sooner than later.

****Route 43****

I know that the 43 is one of the most popular routes in the system. However, it's also completely redundant with the 8, 47, and 48 (though it's true that the current proposal removes a bit of this redundancy). In today's network, I don't think the 43 has a single unique stop. It seems hard to justify keeping a route that is so redundant, when other routes are losing service. I would prefer to see the 43 deleted, in favor of adding extra frequency to the 8 and the N-S segment of the 48, and extending the 8 eastward to 23rd Ave to avoid losing coverage at 19th/Thomas.

****Route 40****

In its short existence, Route 40 has already become one of the workhorse routes of the system. As far as I can tell, it is packed to the gills nearly all day, every day. I think it's worth trying to figure out a way to maintain 15-minute all-day headways on this route, especially with the reduction/diversion of the 28.

****Kent/Renton****

I know that Route 101 and Route 150 are among the two most productive routes in the system, and that's great. However, when Metro is facing 17% cuts, it seems like the first priority should be cutting out service that is truly redundant. I think the freeway-running segments of these two routes easily qualify. Terminating each of these routes at Rainier Beach Station would represent a small time penalty -- I believe about 8 minutes per trip -- but without any reduction in frequency or span of service. In fact, the revised 101 could actually become more frequent.

Another thing to consider is that Renton TC and South Renton P&R both currently serve as connection points for many routes in southeast King County. As an example, suppose that Route 101 was merged with Route 169, rerouted/truncated at Rainier Beach Station at the north end, and upgraded to 15-minute frequency. For most riders, this would represent a service improvement; they would transfer between a frequent bus and a frequent train, rather than between two infrequent buses. And it would be a net savings of service hours compared to running buses on I-5.

Finally, removing these two buses from the tunnel (along with the 106) would improve tunnel operations, which would also lead to operational savings.

I want to emphasize that I don't think this change would shift the impact from one community to another. Any savings from deleting the freeway segments of these two buses could be reinvested in extra service in SE King County.

Please don't cut late night service to/from downtown/greenlake. It would seriously decrease how often I visit local businesses / bars / restaurants.

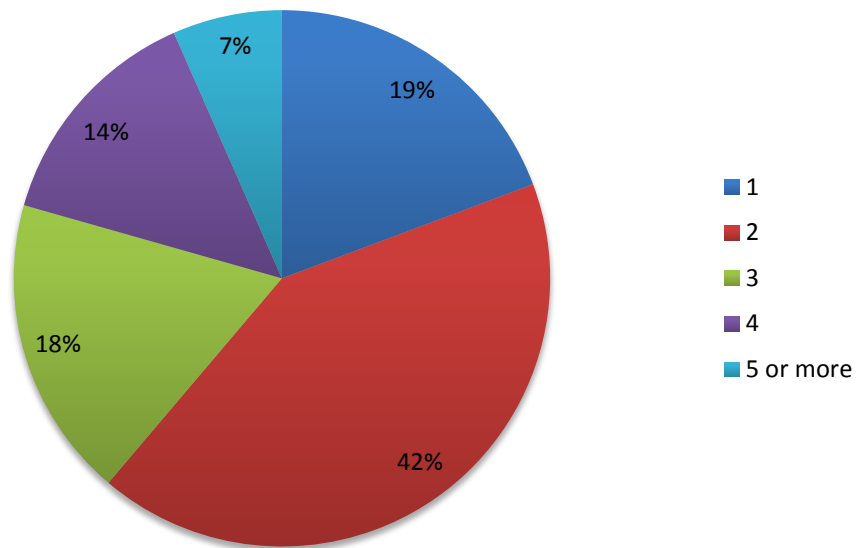
I am especially interested in the route shortening of Rt 12. If the proposed cut will force the 12 to end at 15th and Madison, there will no longer be any buses that service 19th Ave. corridor to southern part of downtown.

Travelling to and from the UW from the Eastside is problematic already, to do things that increase the strain of getting there make lives more difficult, including mine.

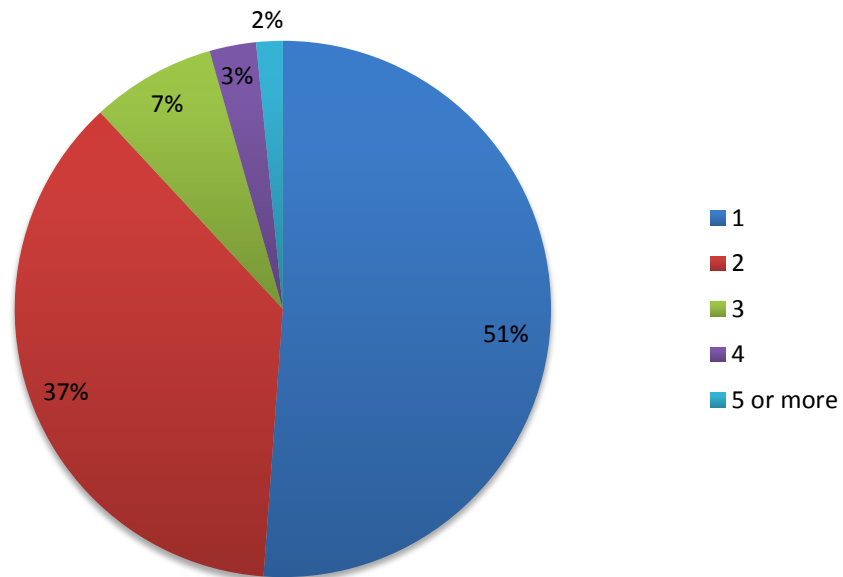
Seattle transit is a vital service to citizens, regardless of their specific use of it, because it prevents greater congestion in a city already burdened by traffic and helps keep down unemployment by allowing people to get to jobs they otherwise can't in a timely manner. It promotes community involvement, access to medical care, and greater economic mobility, which are all reasons that people are drawn to and stay in this city. The answer is not to cut vital services to the vulnerable; it is to raise revenue.

<p>Why not operate the 74 in both directions. Now it leaves NOAA in the morning when most NOAA employees are trying to get to work, and only goes to NOAA in the afternoon when most NOAA employees are trying to leave. By operating the 74 in both directions, NOAA employees would be able to utilize the service, it would replace the 30 at time when it is most important (peak times), plus it could provide another express route from the University District to downtown, something that is desperately needed in the afternoon peak period.</p>
<p>cutting the link between Capitol Hill and 23rd/Jackson for the #8 leaves no convenient replacement to reach light rail from the CD. Switching to the #2 will be cumbersome and not worth the trouble because you're cutting back and moving that route too.</p>
<p>The 8 must be preserved - there is no alternate within reason to transport residents from Capitol Hill to Madison Valley to Leschi, that does not require either long walks, many transfers, or waiting in unsafe areas (particularly along 23rd).</p>
<p>don't make cuts. demand that funding gaps be made up. or, cut only routes that have very little ridership. this is ridiculous and regressive.</p>
<p>One reason ridership is falling in Seattle and other areas is that Metro cuts eliminate routes and services for people who would use them. It is a self-fulfilling prophecy. If this line is underused (admittedly, an articulated bus two or three times an hour is too much for this line) then consider other options like ACCESS-sized minibuses that will be cheaper to operate. Your lack of creativity is killing mass transit in Seattle and in the region.</p>
<p>There is a large number of transit riders that drive from Snoqualmie to Issaquah to catch a bus, because the bus service in Snoqualmie does not have a park and ride, does not run often, and does not have a direct route to Seattle. The Issaquah buses could be relieved of overcrowding if the Snoqualmie buses were providing sufficient service. THIS is why the 215 is not used regularly in Snoqualmie.</p>
<p>The 113 does not have an equivalent transit alternative, please do not hurt the commuters of West Seattle. We moved here to get out of the traffic nightmare of Seattle Center.</p>
<p>Keep the fee that is added to cars permanently. Cars create congestion and there is a cost to having a single occupancy vehicle that goes beyond ownership.</p>

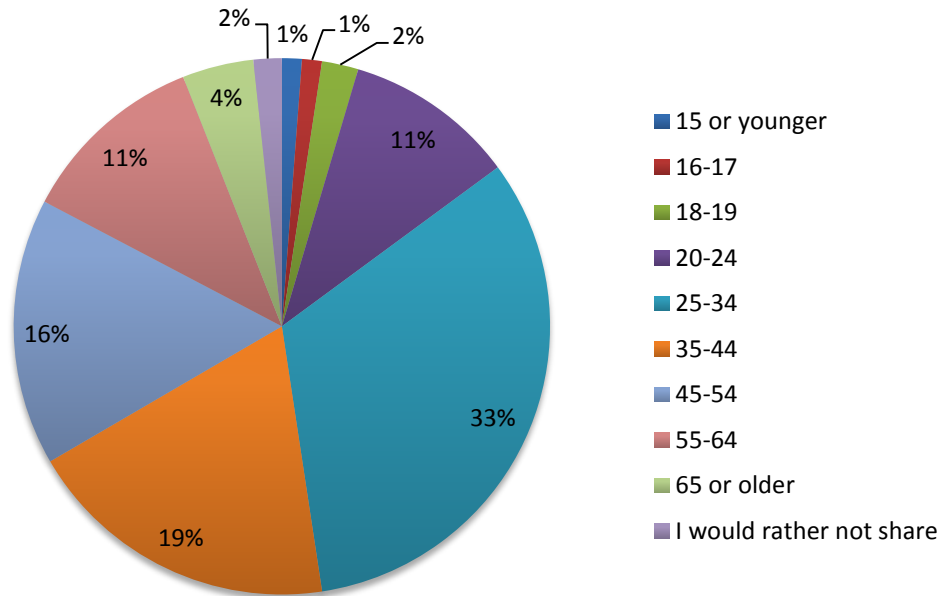
41. How many persons, including yourself, live in your household?
Total Respondents: 2,229



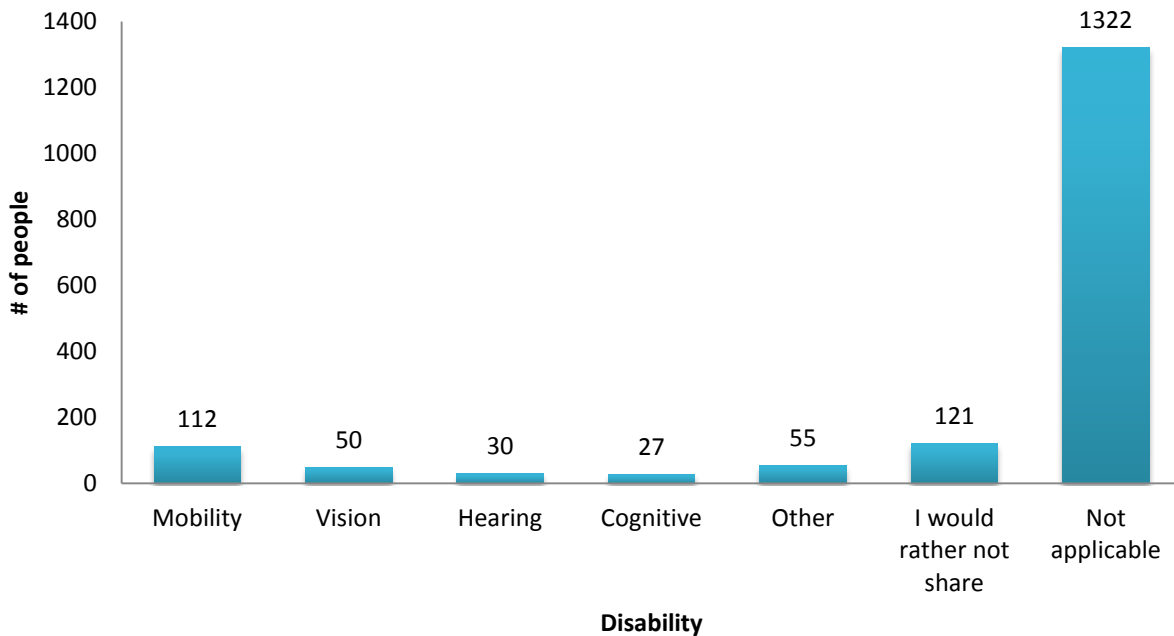
42. How many persons in your household ride the bus at least once per week?
Total Respondents: 2,204



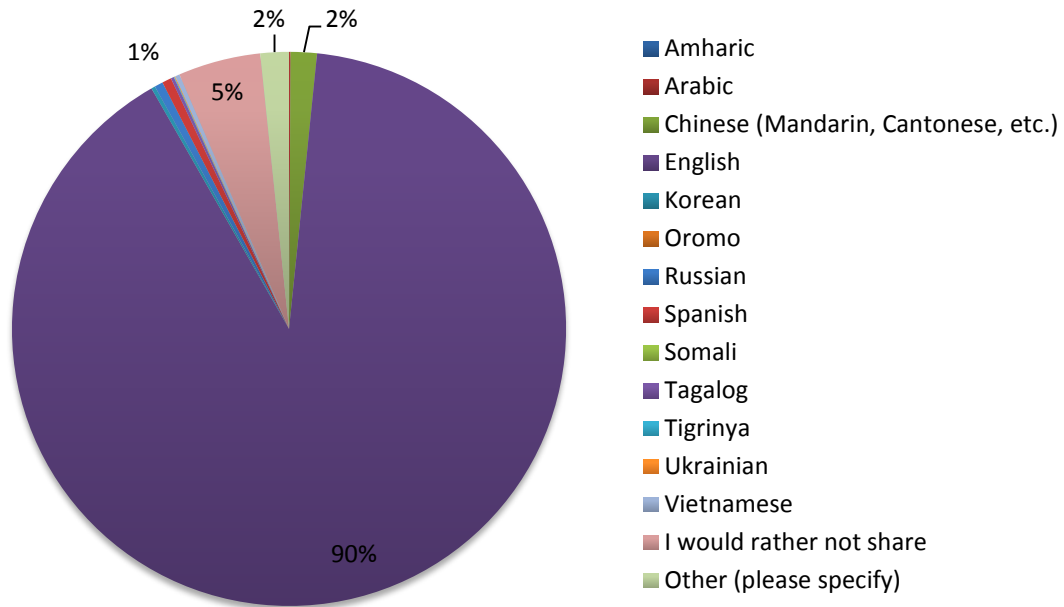
43. Your age:
Total Respondents: 2,233



44. If you have a disability, please indicate what kind (check all that apply).
 Total Respondents: 1,656



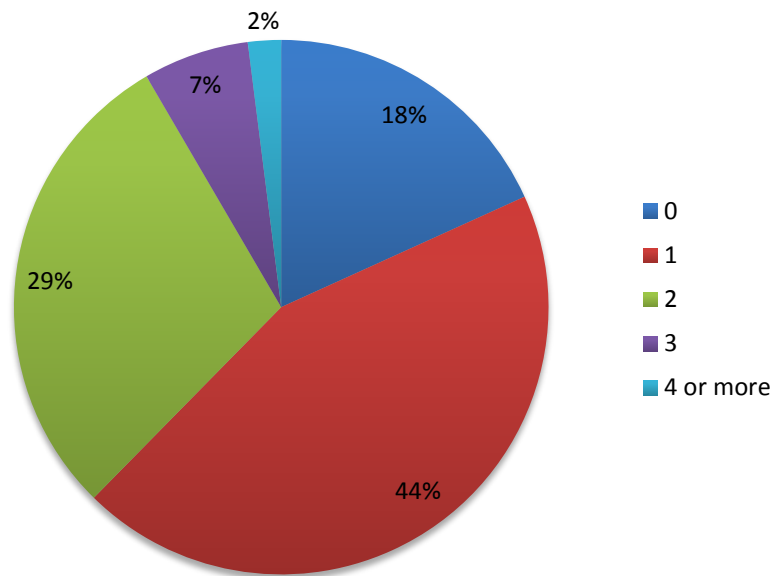
45. Do you consider yourself... (check all that apply)
 Total Respondents: 2,163



Other (please specify): American regardless of Language, and we came knowing English it the language, and is taught in every school we attended growing up no matter what country., Bengali, Brazilian Portuguese, Chinese and Japanese, dumb question and not applicable except for census, English and Spanish, English and Vietnamese equally., French (4), German, Hindi (3), Indonesian, Japanese (4), kannada, Other, Polish, Portuguese (2), Punjabi (2), Sinhalese, Slovenian, Slovenian, Croatian, Spanish, Swedish, Tamil, Urdu (2), Why is this a concern?, why is this even a question?

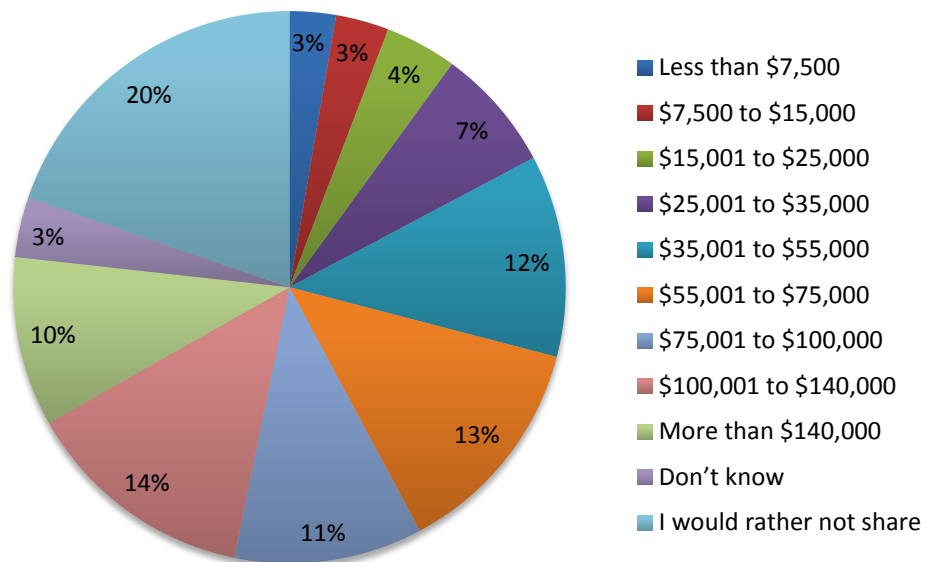
47. How many cars or trucks are available for use by your household?

Total Respondents: 2,211



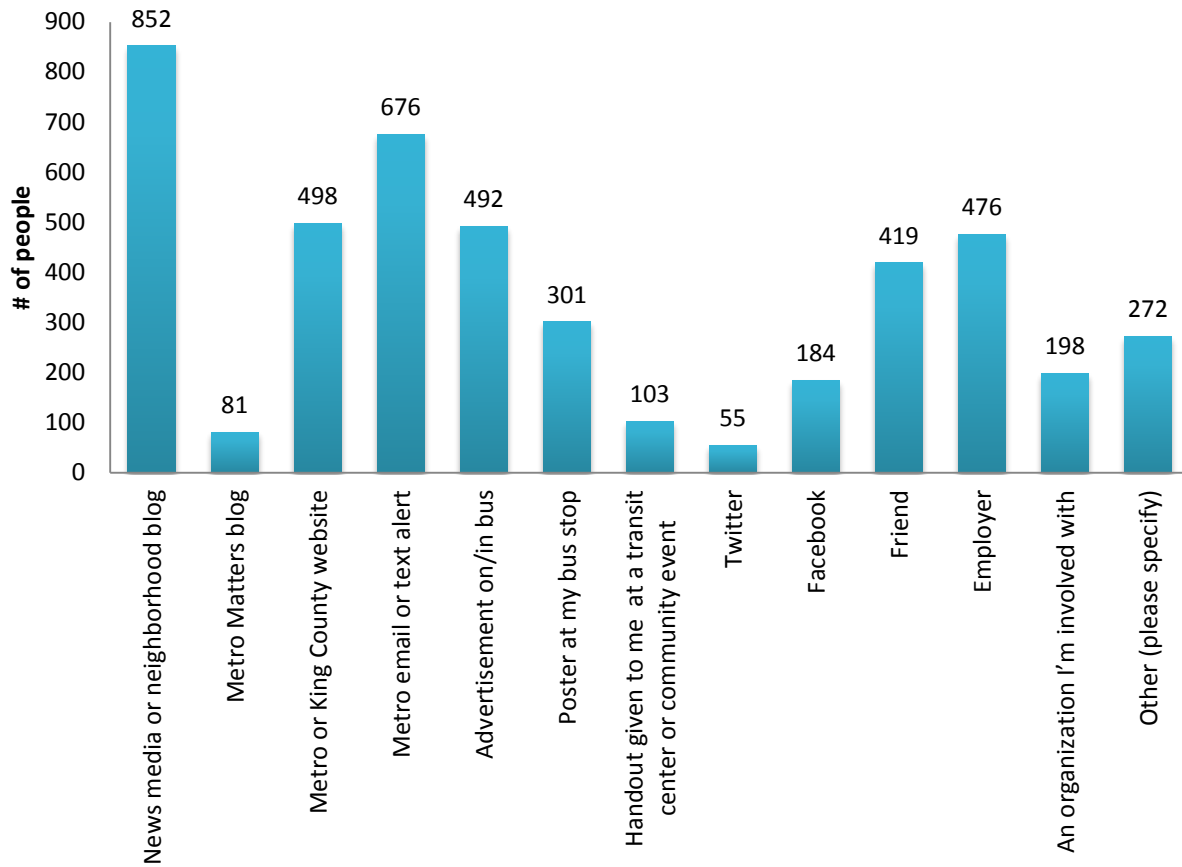
48. What is your annual household income?

Total Respondents: 2,213



49. How did you hear about Metro's proposed service reductions? (check all that apply)

Total Respondents: 2,209



Other (please specify):

3rd party poster at Grocery Outlet
A fellow rider
A flyer I picked up on a Metro bus
a posting on the Montlake neighborhood listserv
A woman at the bus stop
An email forwarded from my condo board.
Announcement by bus driver
another employee
Another rider on my route
Another transportation blog
Bellevue College
Bellevue College International Student Program
Bellevue College web page
Bellevue Reporter

Broadview Comm. Council email
brochure at the Ballard Library
Bus Buddies
bus buddies that I have shared the ride with for 13 years
Bus buddy
Bus driver
bus driver
Bus driver
bus driver
Bus Driver
Bus driver alerted bus to flyers
Bus driver announcement
Bus driver handed out card about the cuts and reductions.
Busriders
By other Metro riders.
Cap hill blog
Capitol Hill Seattle Blog
CHS Capitol Hill Blog
college
College Facebook page and email
College posters
Columbia City Parents listserv
Community Based Services.
CommuterSeattle
conversation with another passenger
Co-worker
district 3 facebook group.
driver
email
email
email for UW Transportation Services
email from a coworker
Email from council member
Email from King County Councilmember
email from my college
E-mail from my councilman.
Email from state legislators and city council members
Email from University of Washington
Email from UW
e-mail from UW
Email from UW to students
Email from UW Transportation Services

Email sent out by UW
Emails from UW
employees at UWMC
facebook
Family
family member
Fellow bus rider
Fellow bus rider; Shoreline newspaper
Fellow commuters - conversation at bus stop
Fellow employees who also ride the bus.
Fellow rider on 7X (Angry!!!!)
Fellow riders and concerned citizens
flier on bus and bus driver
friend told me about this questionnaire
Friends on the bus keep asking me what to do and I keep saying e-mail Metro.
from my school
Georgetown Listserv
Google+
gossip on the bus
GPSS
graduate student organization at UW
Holy Names Academy
Honeywell Email
Horizon House newsletter alert, my adult son, neighbors in Horizon House
http://www.gortripblog.com
I checked the website for Christmas schedules and found the information about the proposed reductions
I had to look it up on the website....
I keep up with transit issues to some degree
I learned from the constant threats to funding of everything but Boeing and the Seahawks
I made up my own handouts and passed them out also.
I saw it on a college flier.
Info from Apt. I live in
KC Representative
King County Councilmember email
King County Councilmember Larry Phillips
KUOW
Lady on the bus
Larry Phillips, King County Councilmember
Leadership team at Cleveland high school
local library information board
local news

Local newspaper
Madrona Moms Yahoo Group email
mail
Mass email from administrator at my university
Metro Bus driver told me
My apartment building.
My Ballard blog/website
My family and my school
my friend is a chief at Metro, who I commute with
My retirement community
My School
My school principal e-mailed me
Neighborhood Block Watch email list
Neighborhood blog
Neighborhood Community Council
Neighborhood email list
Neighborhood leader
neighborhood listserve
NEWS!!
news, internet, bus riders...seriously?
Notification from the Associated Students of the University of Washington
One page flyer on my bus.
Organizers at my school
Other bus riders
Other bus riders
Other bus riders and bus driver talking about it, then got two emails today, one from the University of Washington, another from the office of Larry Phillips
Other concerned bus riders sharing the news on the bus.
other employees told me at work
Other fellow riders
other riders
Other riders
Other riders on same route
Others on the bus
Our school Holy Names
Overheard guy on packed bus say "can you believe they are cutting this route?"
Overheard on the bus
Parent concerned for my work situation
Passengers
People on the bus
People talking about it on the bus

People talking about it on the bus - it is easy to hear them because they are so close as the 3 and 4 buses have no room as is.
Person speaking on the bus about cuts.
Person who's at the same bus stop and takes the same route as me.
Phinneywood Blog
Poster a fellow 66X rider received at his bus stop (Eastlake Ave E and E Lynn Street)
Poster at school
poster on lightpost
principal
Question and handout by a lady talking to passengers on the bus letting them know about this.
Question from a Library patron....I am a librarian and answered the question for them
r trip
reddit
Reddit
Reddit
reddit
reddit
reddit
reddit r/seattle
Reddit.com
reddit/r/seattle
Riding the BUS!
rumor
School
school
School
school
School
School
School
School
School
school
school
School
School
School
School
School
School (UW)
School activists
school email

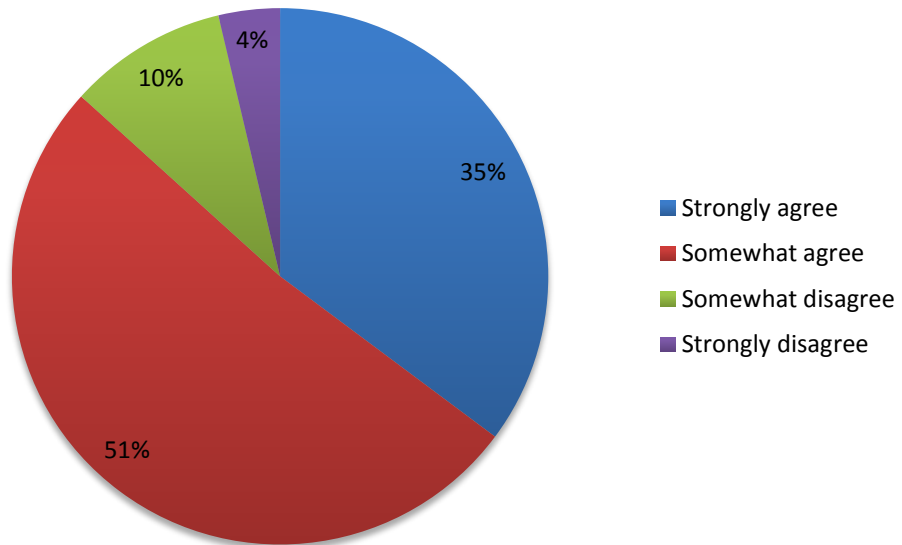
School email encouraging us to take this survey
School emails
School Newsletter
School official informed the student body
Seattle Academy
Seattle Council person's email
Seattle sub Reddit
seattle transit blog
Seattle Transit Blog
Seattle Transit Blog
Seattle Transit Blog
Seattle Transit Blog
Seattle U
sign at University station
sign on the bus
small info sheet tacked on utility poles
someone at the bus stop
ST bus driver announced it on loudspeaker to bus 550 in Bellevue.
Talk given by Transit service Metro in summer for Horizon House and surrounding neighborhood.
The Driver of our route
transit blog
Transit Riders Union
Transit Riders Union
Transit Riders Union
Transit union e-mails
TRU
university
University mailing list
university of wa
University of Washington
University of Washington
University of Washington
University of Washington
University of Washington
University of Washington
University of Washington
University of Washington
University of Washington
University of Washington (I am a student)
University of Washington Email
University of Washington email

University of Washington email
University of Washington email
University of Washington email
University of Washington Student information
University of Washington Transportation Services
University of Washington Transportation Services
uw
UW
UW
UW
UW
UW
UW
UW
UW
UW
UW
UW Commuter information
UW commuter services (U-Pass)
UW e news
UW email
UW Email
UW email
UW email
UW Email
UW email alert
UW email alert
UW emails
UW emails
UW emails to students
UW newsletters.
UW transit email
UW transit email
UW Transit Services
UW Transportation Center
UW Transportation Office
UW Transportation Services
UW Transportation Services
UW Transportation services
UW Transportation Services
UW transportation services email
West Seattle blog
West Seattle Blog
West Seattle Blog

West seattle blog
West Seattle Blog
West seattle blog
West Seattle Blog
West Seattle Blog
West Seattle blog
West Seattle blog
West SEattle Transportation Coalition
westseattleblog
Word of mouth
ZipCar

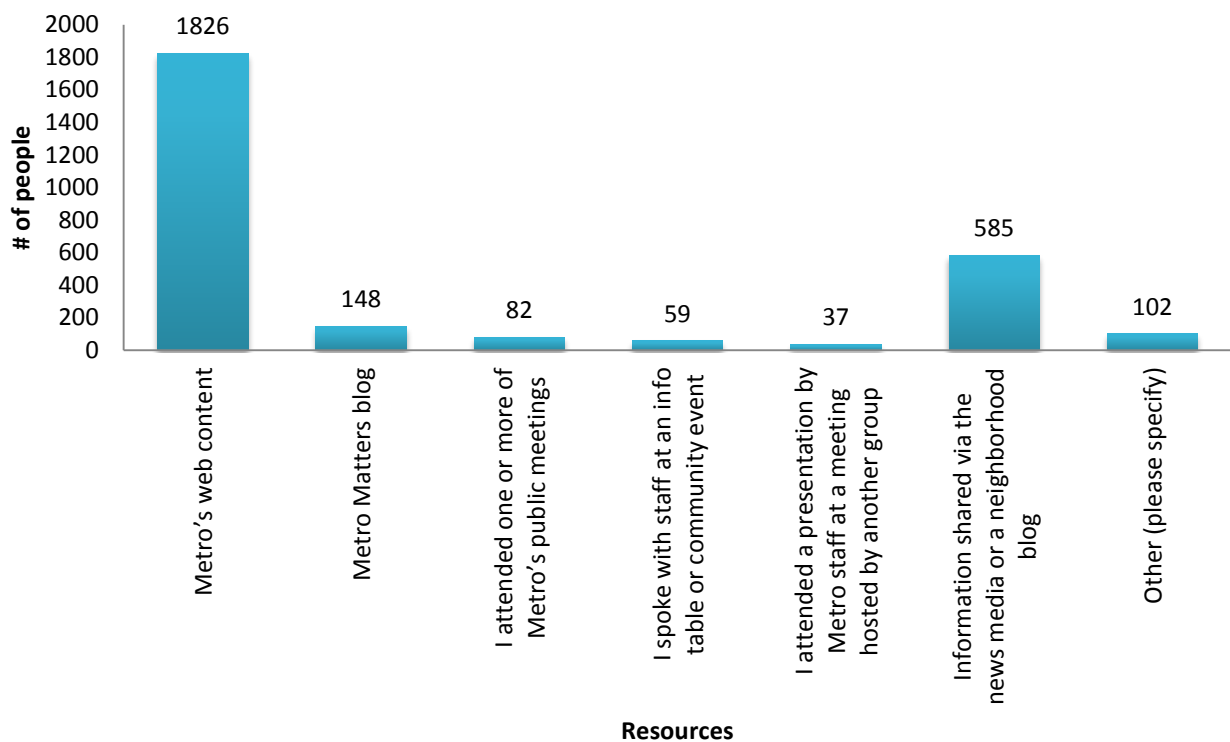
50. The notice, advertisement, and/or invitation to learn more and share your thoughts about Metro's service reduction proposal was clear and welcoming.

Total Respondents: 2,121



51. What resources did you use to understand Metro's service reduction proposal? (check all that apply)

Total Respondents: 2,083



Other (please specify):

& Metro employee (chief)/friend that I commute with
a friend explained the change to Route #2
A friend sent me a link.
Among bus friends who ride Route 167
Bellevue Reporter article
Bus driver
bus driver, other riders
Buses riders that attended meetings
college bulletin

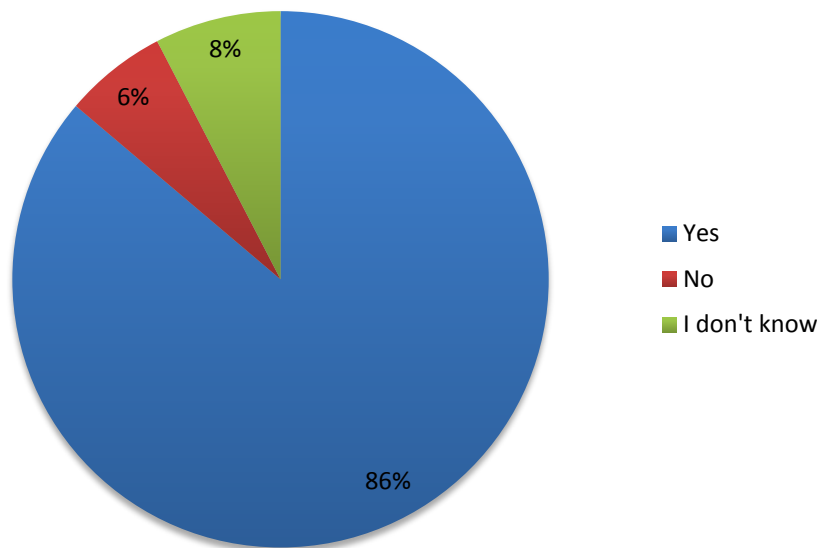
College posters and instructor explanation
Commute Seattle, Seattle Transit Blog
Constant threats since the phony global economic downturn.
Co-workers that share the same bus as I do
driver
email from employer
Email from friend. Newspaper coverage has been inadequate.
Email from Metro
Email from school
Email sent from UW Transportation Services
Emails from UW and reading the operator contract
EMployer
Employer
family members and acquaintances
fellow riders
flyers on the bus
from a social worker
Google Maps
GPSS
Heard a presentation about it, especially during class.
Horizon House staff, neighbors, and my son
I am employed by King County DOT
I am very new to Seattle.
I guess I haven't
I learned about it through my parents.
I learned about it through the college fliers.
I may attend the Federal Way meeting on 11/20/13.
I ride the bus
I was out of town during my neighborhood meeting.
I was unaware of proposal until I saw online.
I would have been at the meetings but Metro didn't have a meeting on the eastside that I could make or I would have been at that meeting.
Info from work
Information from state legislators and city council members
Information shared by students
KUOW
Listening to how individuals will be adversely affected.
Local newspaper.
met with Metro planner
Metro Staff
my experience I've been using Metro as my only form of transportation for 25 years
My family and school helped me

My place of business
My son's school's newsletter
My Teacher at Community Based Services.
neighborhood blockwatch captain
neighborhood group
neighborhood listserve email
News articles
news media
News shared via email
newspaper
newspaper
None
none
Not clear info - noted above why not clear!
Online blogs, such as the Stranger Blog and Capitol Hill Seattle Blog
Online petitions from various "save Metro" campaigns
other Metro riders.
Other people/coworkers
Person on bus
poster at my bus stop
Seattle Transit Blog
Seattle Transit blog
Seattle Transit Blog
Seattle Transit Blog
so far just the alert and web page. plan to attend the Dec 4 at Bellevue TC.
spoke with KC rep. in bus tunnel
Spoke with my co-workers who also ride the bus.
Talking to other transit-fans
Talking with a colleague who will also be impacted by these proposed changes
teacher
teacher
the email I received was clear and concise and with no biases
this survey
this survey
this survey
Transit Riders' Union
Transit Union e-mails.
Twitter conversations
university email
University of Washington
UW commuter emails sent to me, through our employer ORCA card service
UW commuter services

UW sent information out
was given Information by UW as well.
was not able to attend the one event in my area
west Seattle blog
west seattle blog
West seattle blog
westseattleblog
WestSeattleblog.com
Word of mouth
Work

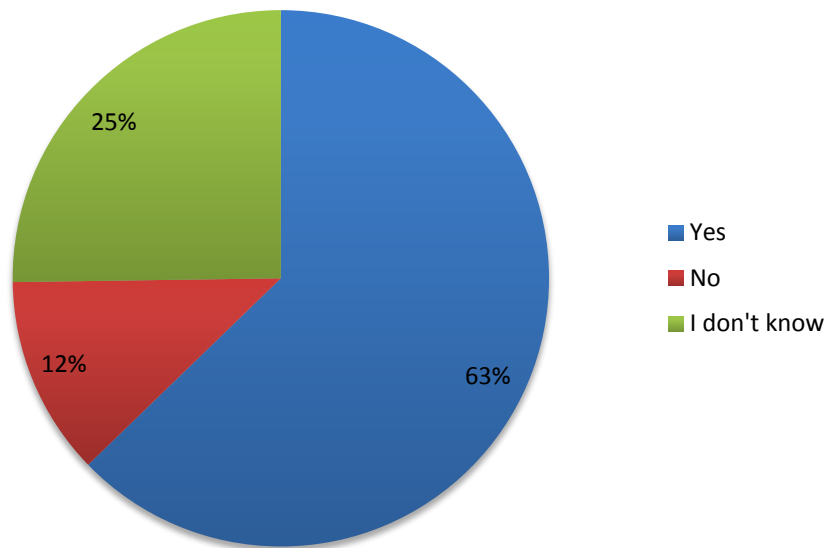
52. Did these resources help you understand the changes being proposed and how these changes would affect you?

Total Respondents: 2,122



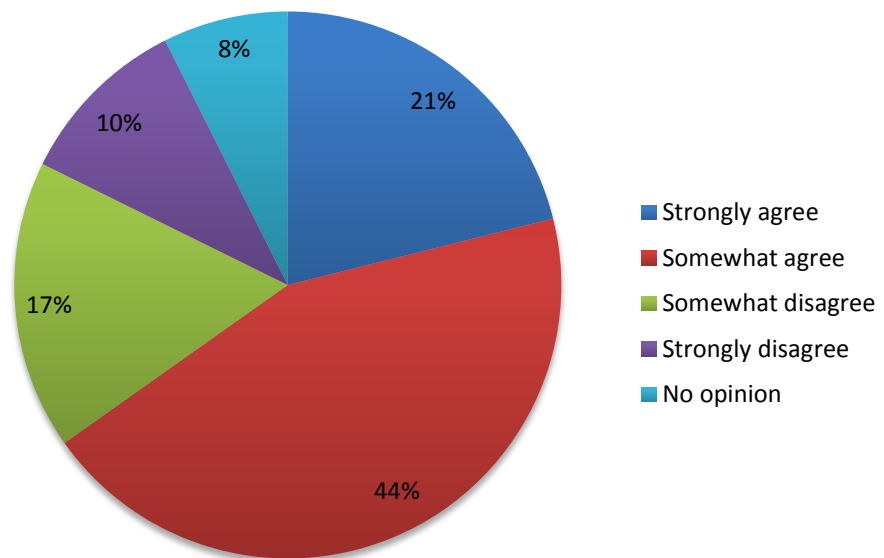
53. From the time you were notified, were you given enough time to provide meaningful feedback in Metro's decision-making process?

Total Respondents: 2,112



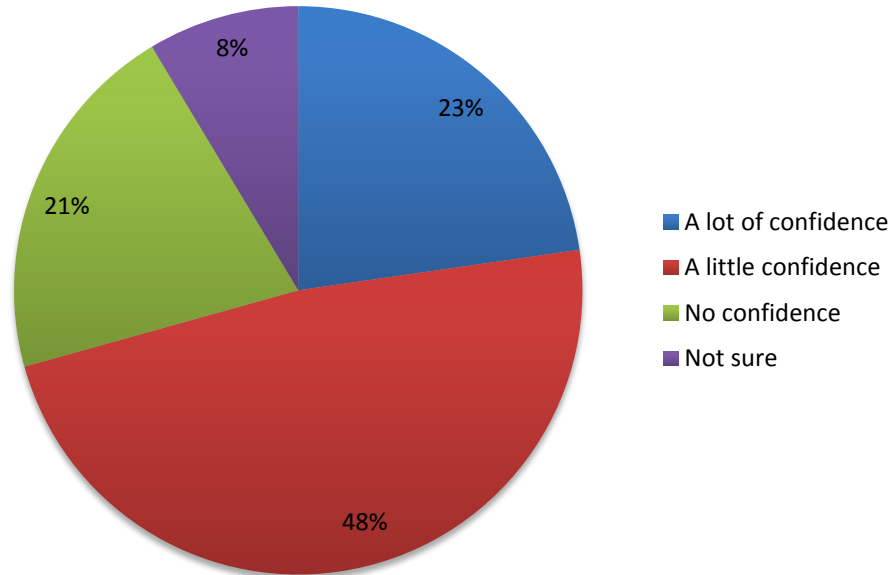
54. I believe that taking the time to share my views will result in better decisions being made about service reductions.

Total Respondents: 2,157



55. How much confidence do you have that Metro is doing all that it can to meet the community's needs while making the best use of resources?

Total Respondents: 2,165



56. Please share any additional feedback you have about our outreach process:

Total Respondents: 367

<p>Your website could be better utilized with regard to process and timeline. Use the calendar to post critical dates in the process, for example, Fri., Feb. 7 is the last date to submit public comment. Just this week - the last week Metro accepts public comment for its recommendation to County Council - the deadline was added above the calendar. This information should be a calendar entry as well, especially since the deadline is known well in advance.</p>
<p>Metro cannot be taken seriously that it has "cut to the bone" when the outrageous overtime provision in the operator contract is still enforced.</p>
<p>I doubt Metro and politicians will listen to the public's input.</p>
<p>Thank you for welcoming comments from the community you serve up front. I wish I had more to offer, but this is a difficult problem for everyone. The only real solution is to do a better job funding the transit system, but I believe that Metro is doing the best it can with shrinking resources. Thank you for all you do.</p>
<p>I think that the people who work on and drive the buses do a great job but it is obvious that management for the metro system has made some monumental screw ups and frankly if these cuts go forward then they should all be fired.</p>
<p>I support Metro and support building a robust and easy to navigate transit system in Seattle. I am willing to help make that happen in any way I can.</p>
<p>I'll have to wait and see. I didn't know about these cuts until Monday night; too late to change my schedule to be at last night's public meeting. PS -- you want to raise \$? Fine people who talk on cell phones while on the bus!</p>
<p>Please don't delete the routes (71, 72, 73, 74).</p>
<p>Maybe post specific flyers on buses that are proposed to be changed, not just generic "Your bus route may be changed!" posters. Panic always catches more attention.</p>

<p>Although the 243 and 241 route is not as full as the 535 I know that the people I ride with depend on the route to get to work and don't have other options</p>
<p>The impact of this change seems to be under the radar from my perspective. Voters can be very short sighted and I'm worried people will make an uninformed decision.</p>
<p>Just toll all the freeways coming in to Seattle and use that to fund transit in Seattle. Set it at \$10 per car and \$100 per truck.</p>
<p>Question 45 is weird. If I didn't think sharing my views would make a difference, why would I be doing the survey? The fact that you're even asking makes me worry that my input will have no effect. Question 46 could be clarified. I think a lot of people understand the distinction between "Metro" from "the city / county government". I personally understand that Metro is relatively independent of the city (at least when it comes to policy and funding issues), and I believe that Metro is doing its best, because the cuts mean drivers lose their jobs. But I am not at all convinced that the city is doing its best. So anyone who can't separate "metro" from "the city government" might have difficulty with this question.</p>
<p>I appreciate the opportunity to give feedback. While the routes I take regularly are not at risk of being cut, I know that there are others which may impact individuals who rely on the bus more than I do, and I also appreciate that Metro is committed to not disadvantaging one community to benefit another.</p>
<p>Frequently the ridership meetings are in locations that are poorly served by commuter buses either because of the time or the place of the meeting. I feel that there is not a good way to know that our individual opinions are being taken into consideration for the service revisions. I also do not think that the service revision criteria are being shared in a transparent manner. If there were ridership graphs for the routes being cut and revised it would be more informative. Also I never found my "alternative routes" that were discussed in this survey, so I had to go piece my new route together myself using multiple website windows.</p>
<p>I have rotating variable shifts at UWMC. Right now the bus barely runs in time for early shifts/late night shifts. If you make cuts I can't get to work.</p>
<p>I don't blame metro--I blame our local government for endangering our public transit system through inadequate funding. Seattle can either get its act together and become more dense and transit-friendly like NYC or San Francisco, or lapse into an unpleasant urban sprawl like LA where you have to have a car to have a job and often endure hours of traffic. If we do #1, this will continue to be my favorite city in America. If #2, I'll move. I won't live somewhere with crappy public transit.</p>
<p>Put representatives from Metro at bus stations to answer questions and provide customer service.</p>
<p>You are going to do whatever no matter what I say</p>
<p>Please ensure there are efficient ways for students and employees to get to class and work. I live in Renton and I need an efficient way to get to the UW. Also, from the UW to my place of employment in downtown Seattle. I am not opposed to changes to the routes. Just don't screw over commuters trying to keep a job/ make it to class in a timely manner.</p>
<p>I think Metro's pursuit of community feedback has been admirable.</p>
<p>Perhaps providing an email address where people can send their comments in addition to this survey would help collect even more feedback.</p>

<p>I, along with many riders, am suffering from cut-fatigue. Every year there is a series of notices about potential cuts to bus service. Every year it seems more buses are cut, regardless of community outcry. This year seems more substantial, but it's hard to tell for sure, and I imagine that is hampering outreach efforts. It also seems less and less fruitful to add your voice to the mix when it never seems to change the outcome. It's just cut after cut after cut, making the city harder and harder to get around without a car. Or to get around period. Final thought: it would be a great addition to your website if you could use the proposed changes to plan your route via something like the current Metro trip planner. This would be a lot easier for people to navigate.</p>
<p>I fill this out so that my voice is heard. So that when you cancel my bus route, at least I spoke up.</p>
<p>I do not believe that Metro really cares what their riders think. I think Metro is doing what they can to be able to say they gave open communication and requested feedback, but it will still make their decisions based on their own plan. Metro is using scare tactics to get what they want from the government and riders MORE MONEY.</p>
<p>The fault probably does not lie with Metro but with the funding mechanism for public transit.</p>
<p>You've made a fine effort to let the community be heard, but action speaks louder than outreach, so don't cut the buses that there aren't good alternate routes for, like route 68.</p>
<p>These cuts have been proposed, people have offered feedback, but I see nothing to indicate the people are really being heard on this issue. I just wish someone would explain why crowded buses on popular routes are being eliminated. This doesn't make any logical sense to me. If the bus is full shouldn't the cost of running it be offset by the fares being paid.</p>
<p>Please do find another source of income for funding, even if it requires raising taxes/car tabs/whatever. People can't afford this level of cut in service. As a car owner, I would much rather pay a one time car fee for my car tabs, etc. to have few cars on the road and better public transit options than to be forced to drive all the time to work. I much prefer to take public transit, but the proposed cuts would likely force me to drive to work, and I'm guessing it would be that way for a lot of people. I appreciate that you've reached out and allowed us the opportunity to give feedback on this process.</p>
<p>There was only four days from when the email went out to give feedback. That does not give a lot of time to spread the word so that others can give feedback. It would be nice if whatever route was experiencing possible change, the driver would announce it on the route and there would be a sign on the bus directing riders where to find more information and submit feedback. Last time this happened (when was the last survey, 6 months or a year ago?) someone at the bus stop told me and it took me forever to find the survey online. I even called metro to try and information on where to find the survey and the person I talked to did not know I was talking about. That person checked with someone else and they did not know either. I eventually found it online because it was important to me but it was very difficult to find.</p>
<p>I believe Metro is doing everything it can, I just don;t believe the city is supporting public transportation and biking as much as it should.</p>
<p>Lots of opportunity to respond. Thanks. Unfortunately I don't think transit is valued here as much as it should be, considering our transportation mess, and there isn't much that can change that.</p>
<p>Come to the University and listen to the transit riders that you are affecting with these cuts. Reduce service on the 167 if you have to but DO NOT eliminate this route altogether.</p>

<p>I really appreciate the requests for feedback and the transparency. I'm surprised that I haven't heard more about this survey on Facebook - I'll be sharing it myself but I hope Metro is also being aggressive in sharing it.</p>
<p>Meetings need to be made at noon on UW campus for many people to attend.</p>
<p>I still feel that riders are not aware of service cuts. Buses that are about to be eliminated or cut should have had signs near the entrance. The signs could say something like, "This bus may be discontinued in 2014." or "This bus will lose funding to run."</p>
<p>I suggest the politicians and administrators making this decision, ride the bus routes being cut during peak and off hours to see how the experience might be changed. This would mean taking the trip the way ordinary riders do -- waiting at a bus stop at 11pm at night in the freezing cold and fighting for a seat during rush hour.</p>
<p>How much money are you spending on the marketing and media blitz? Would that not be better spent on services?</p>
<p>Again I think more should be done to increase income rather than decreasing services. We cannot afford either.</p>
<p>I do appreciate the opportunities given to express our views. I liked that Metro was writing down our ideas. I just fear that it won't matter because cuts will be made from an objective-business standpoint. Metro already seems to have thought about what they want to do so I don't believe that we would provide any additional ideas that they haven't already considered.</p>
<p>It's a tough job. But there are people willing to pay for this service. Why not charge us?! I will gladly pay for my use and help offset the cost for another person less able to afford their fare.</p>
<p>Outreach process was okay - all feels futile, however.</p>
<p>In brief, keep up the good work ! The 68 is only 30 % full in the AM, so it should indeed be combined with the 73.</p>
<p>Metro, my friends, you've been screwing with us since the get go. Transit service has not been well-managed for years, even prior to the last round of cuts. The confidence I have in you to plan and manage a transit system of this caliber is about nil at this point. No confidence from many of us means that no one is going to listen to you and you are losing any leverage you might have had. You make it difficult to ride the bus - do you want us to use it or not? You don't incentive-ize frequent ridership (see NYC); fares are confusing (zone fares are DUMB - the bus is going the same route no matter where anyone gets on); drivers don't enforce rules or behavior consistently (and man, I've just had a slew of snotty, snarky, smirky drivers lately - not a nice one in the bunch); there's no security presence on the buses and people treat the back of the bus like it's their living room; service is late, doesn't show up, drives right by you, or doesn't stop at your requested stop; buses only run once every 30-60 minutes; service stops early on so many routes that you can end up stranded or having to take two buses in order to go less than three miles home - no wonder no one wants to ride!! If you don't bring in some vibrant new blood and get this figured out, you're going to cut us right out of having any transit at all.</p>
<p>This whole thing saddens me. Really. My heart hurts for everyone impacted because I know it will have monumental negatives changes on hundreds and hundreds of people.</p>
<p>Overall again, not well run the Metro alert app hardly works, the website is usually confusing and non-informative. For example the alert for possible snow routes did not indicate which routes were actually on snow routes - only that there was a snow route alert - wow thanks.</p>

<p>Thank you for taking feedback. I hope King County passes the legislation that is required for additional funding.</p>
<p>Metro has taken a very polite approach to fishing for community support for sustained funding (such as this survey effort). In contrast, when the library system faced funding cuts, they weren't afraid to just close a bunch of libraries and cause great _short-term_ chaos and consternation. I rely on the bus daily but I would fully support Metro in causing great short-term chaos if it rallied community support and put pressure on public officials.</p>
<p>This city is very reliant on it's transit service. However, instead of improving bus service, all of the transit money has been pumped into a light rail project that has to date carried zero passengers. Further, it seems that at least once a year drastic cuts to service are proposed. It's hard to believe that anyone in the government actually cares about people who work for a living.</p>
<p>Spending money on unreliable signs about bus times for the 7 route rather than keeping more buses on the road is a fairly typical idiocy.</p>
<p>I hope that this survey also gets to be distributed in paper form to families that have no access to the internet. Places such as El Centro de la Raza, Seattle Goodwill, schools and community centers are a great place to spread the word to the communities that use this service the most.</p>
<p>Signs on the buses were not particularly welcoming of feedback and were not accessible for individuals who do not have access to the internet (yes, there are still individuals who do not/cannot afford access to the internet). It felt more like a cursory notice that changes were happening, so brace yourself.</p>
<p>Save the money on outreach; put it back into the routes.</p>
<p>Thank you for coming to my neighborhood for comment.</p>
<p>Have that annoying voice that announces bus stops announce that major changes are planned and how to get info (cyber + phone)</p>
<p>The problem is the politicians in Olympia, NOT Metro!!</p>
<p>Please do not change the #2 route and please don't keep putting us through the threat of same. I am tired.</p>
<p>I don't think is fare that for other parts of town there is a lot routes and rides, for example the C, D, lines there are more choices to go to the other side of west seattle, besides the C and D line they do have the 55 and another one but I do not remember the number right now.</p>
<p>Thank you for the opportunity to provide feedback.</p>
<p>No one seems to know all the details of the change in my route. I'd like to know how much longer it will be, and where the route will end downtown.</p>
<p>The proposed route cut MAP should be posted on the route. I do not believe that most of the current riders know what the route change will look like for their community. If they could visually see what portions of their commute would be cut they would be able to advacate for themselves better.</p>
<p>Please have more meetings in the Capitol neighbourhood. I am not aware of any. Please notify me if any are planned. Thank you.</p>

<p>Would like to see a public meeting in Federal Way (or even Seattle), during the middle of the DAY (daytime). It's hard to find a public meeting that's during the DAY!! They always seem to be in the evening, and I can see how that would work for some people, but it doesn't for me!! Also, if the meeting's in Seattle, see to it it's in a location where I don't have to go thru the hassle of going through metal detectors. In case you're thinking I'm violent or something, let me assure you (Really Honestly!!) I'm not-- I just don't like the hassle! Otherwise, let me just say I appreciate the survey- thank you!</p>
<p>You should create audio announcements to play on the bus especially on those routes that will be cut. People don't read the sign. they look at their palms and rarely anywhere else on the bus.</p>
<p>You will lose my business and my money (or my company's money) if you make this change to my route. I cannot condone the stupidity that is behind this route change. It could have made sense if they had opted (as was an option in the on bus survey I took), if they had cut the route in half at Union and MLK, but cutting out the entire middle section between MLK and Jackson and 15th E and E John is insane! Sadly I'll be on foot, or buying a bicycle, because I can't afford to park and the environment and my vehicle cannot afford me driving 4 miles a day just to get to work to make the money I do make that cannot pay for these things. I AM LIVID at the proposed route change for the 8.</p>
<p>Again, the problem with Metro is their attitude. They need to be more attentive to what is going on in the community and quit leaving the public standing on the street while they speed down the road.</p>
<p>You need to lobby more support in the community for fully funding Metro rather than portraying it as an inevitable decision based on scientific analysis. Your job is to increase service, not decrease it.</p>
<p>I don't remember seeing pamphlets on the bus?? I'll look for them but that is where I typically look for service information.</p>
<p>I mostly take lightrail, and then supplement that with the bus. Or if my routine changes and I need to meet someone somewhere not on the lightrail lines, then I take the bus.</p>
<p>Make a better design of bus routes so the bad impacts will be reduced. The Metro is not just to serve people with jobs or ride during peak hours only. It is a public transportation system! With better route designs, people can ride more efficiently, metro can attract more riders (and make more money\$)!</p>
<p>I commend the people working at metro who have been given this task to do the best they can with what they have. I wish that our politicians, legislators, and civic leaders would do more to empower you and give the resources you need to truly exceed. They are the ones that are failing, not the metro workers, staff, or personnel</p>
<p>As a lifelong bus rider, I appreciate the hard work Metro is putting into making these changes as smoothly as possible for riders. Thank you.</p>
<p>You know its much better in this part of the world. I really hope you would figure out a better way to optimize.</p>
<p>I'm afraid that I believe Metro is more concerned with its face in the media than really helping its ridership. Metro is more concerned with appearing "Politically Correct" than actually getting working people downtown to work and back.</p>

<p>I understand that budget cuts make it so that you cannot provide the very best feedback- I do! But I do want to make sure that you realize that these massive changes are going to negatively affect a LOT of people. I would have liked very much for Metro to have communicated with the UW and did outreach there because a large percentage of our campus are commuters. I would also like to see Metro putting the city and/or county accountable for this because they have prioritized other meaningless uses for the transportation budget such as the bike lanes. I believe more people use the bus than do bikes, and if buses were made better, the city may see reduction in the use of cars, as they so wish to see.</p>
<p>Metro should be fighting all cuts to public service transportation. I think that the cuts to services are at the expense of low-income people in order to line the pockets of the transportation contractors.</p>
<p>I believe this is another area where metro falls FAR short. They don't provide enough opportunities to let their demographic know about changes. Going back to my survey idea, I suggest that one on getting community involvement. Read my feedback for it.</p>
<p>One term that was not spelled out is reverse peak trips, which says that was the main consideration for reduction of route 121. I can guess what this means, but I'd like to see the definition on the website, to be sure.</p>
<p>I think reducing service is absolutely the wrong way to solve the funding problem and the notices on the buses that I've seen about reducing service make it sound like a done deal and those of us who cannot afford to drive to work have no choice but to accept longer commutes and longer waits for service in exchange for higher fares.</p>
<p>Thank you for this survey!</p>
<p>I have confidence that Metro is doing its best; unfortunately I cannot say the same about our representatives in Olympia.</p>
<p>Received notice online too late to attend local meetings. If I were not interested and looked for meetings, I wouldn't know of them.</p>
<p>I am very busy so ease of obtaining information is very important to me. I work full-time, am a full-time student, chair two non-profit boards and am engaged in several other activities. I have not had time to fully research proposed changes, but do want to express my opinion and my willingness to support better services.</p>
<p>I think that there should be more incentives for companies (less than 50 employees) to offer ORCA cards to their employees.</p>
<p>As I stated previously, Metro needs to advertise their new routes better and reach out more to promote usage by untapped market.</p>
<p>I think Metro is doing what it can, but I think our legislature is the problem. They don't see the importance of mass transit. I feel the legislature is just hoping the cuts will happen, so traffic becomes a nightmare, everyone is upset and THEN they can act to restore the service and become the hero.</p>
<p>Using Facebook would be helpful. Are you able to put a add on One Bus Away? Everyone in their 20's and 30's uses it.</p>
<p>#44 is a less than entertaining question, I heard about it and now I'm filling out the survey, is that enough time? Also, why should race or language OR income have anything to do with my bus service..this set of questions has no place in discussing bus cuts.</p>
<p>Thank you for the chance to be heard!</p>

<p>I would propose members of this cancel to ride the routes to get a perspective of how the depletion or change would effect riders</p>
<p>There were many community outreach meetings but there should be more opportunities like this for people to be heard without having to attend an event.</p>
<p>It seems to me that the directions on where to share opinions if you can't attend a meeting has been hard to find. Much information about where to learn about service cuts, little information until today's email about how to share opinions via writing.</p>
<p>At this point in time there is still no notice on route 26 that it may going away, a friend at work had to warn me before I was aware of the change, better communication is required.</p>
<p>Reasons noted above! No confidence that anything is being done - Why all focus on RapidRide buses??? Are you forcing us to all ride the Rapidride buses??? Please be forthcoming if that is the intention rather than just eliminating all other routes!!! And be very clear - example - the last service changes - several months ago - the Website said no changes to route 232 yet 2 route times were eliminated - this time the service change says that route 232 will reduce one morning and one afternoon trip - however the number of peak trips will change from 9 to 4 - that does not make sense!!! No one to answer questions and no one ever responds to e-mail inquiries - horrible service and attitudes!!</p>
<p>I feel this feedback will change nothing. I don't think a thought is being given to the way our city and the suburbs have grown. I think Metro is only looking at their budget.</p>
<p>I have very little confidence that the City is doing what it takes to meet the demands of its population.</p>
<p>What kind of incentive programs is metro sponsoring to get people out of their cars and riding buses more? My employer offers me a discount on bus fare and I really appreciate that and want to take advantage of it. As of now my trip from Sammamish to LWIT takes 1 hour to and 2 hours home. An increase in this time would just be too much for me. So many students do not have cars and really rely on bus service to the college. If anything the bus service should increase instead of decrease. Thank you</p>
<p>The meeting I heard about was happening in the middle of my work day, was around 11am I think. It is unreasonable to take time off work to attend such a time. The greater chunk of people are at work at this time. People who are free to attend this time likely don't take the bus to critical destinations on a daily basis. So I took the time to take this longer survey.</p>
<p>How are you reaching out to low wage commuters, poor folks in general, or people with handicaps, or people whose first language is not English?</p>
<p>I can walk now but may not be able to in a few years. The #2 bus is very useful for people who have trouble walking to and from here.</p>
<p>I'm concerned that you have not adequately targeted transit riders who live in the more central areas of Seattle. Most of the outreach events are more in the outskirts. From my experience, riders in the more central part of the city are the ones who most frequently get bypassed because buses get filled up at the transit centers or at the earliest stops on the outskirts. I think targeting folks who live in more central neighborhoods (i.e. Fremont, South Lake Union, Eastlake, etc.) is important so that they know the severe effect that these service cuts our likely to have on them.</p>
<p>Where does all the money go? Can't you increase your revenue by the selling more advertising space in and on buses?</p>
<p>frankly more pissed off at the Republicans than Metro</p>

<p>I think your goal is to provoke the elected officials into finding more money. I regret that this results in constant threatening to reduce/remove service to my area and ruin lives.</p>
<p>I think I'm a pretty well informed citizen but heard about the reductions from a fellow (upset) metro rider on the 7X. Other riders were upset too and were talking about how we didn't even know this was going to happen. I see these people regularly on the same bus - how did this news not reach us?</p>
<p>I have the feeling you'll change the route no matter what is said!</p>
<p>None</p>
<p>Many people affected by changes may not have computers.</p>
<p>I don't want Seattle, with all it's affulence, to neglect to provide safe, efficient public transportation.</p>
<p>Thank you for requesting our input.</p>
<p>Based on the announcement of these cuts in service, I have LOST ALL CONFIDENCE in Metro executive leadership and our elected officials.</p>
<p>Please keep in mind that the people who respond to surveys and attend community meetings are not usually representative of the whole community who uses metro services. Even though you provide interpretation services and reach out to a variety of socio-economic groups, those of us responding will usually be native English speakers and likely of a higher socio-economic group. This leaves out the majority of people who use metro in our neighborhood so their voices will not be heard despite metros efforts. So perhaps my responses can be considered to represent 10 of my neighbors who don't have the ability, time or resources to respond</p>
<p>This survey needs to be shared with Metro riders that are currently receiving your email notifications. I had to look for this survey myself after hearing a co-worker did it. Give the people who work during the open house meetings a chance to have a voice. I say I am not confident my thoughts in this survey will help metro to make better decisions about cuts/reductions because I don't have confidence. and I do not have confidence because metro continues to disappoint with putting their financial strain on the riders, the high salary people should be bearing some of this stress and not the middle/working class people. I have hope my thoughts will make someone thing twice, but I'm not holding my breath. There is always someone who has an alternate agenda leading these issues, and to me, it looks like it is Kevin Desmond's alternate agenda going into affect....Thanks for your time.</p>
<p>I have been riding Metro Transit virtually every day for more than 25 years. It is completely clear to me that the people in charge at Metro have NEVER in their ENTIRE life set foot on a Metro bus. Your service motto has always been - and continues to be - "We're Metro Transit. We don't give a rip what you think. We don't care...we don't have to!!" The ONLY reason I ride Metro is because I don't have any other options.</p>
<p>I appreciate the opportunity to provide my opinion but I don't have confidence that it will make a difference unless new funding options arise. I'm afraid my bus will be cut anyway.</p>
<p>keep 167 or i will loose my job. cant afford to move, cant afford to buy car, cant afford to park car at UW Hospital, and i will have this useless free bus pass. i can not do 2 transfers, ride buses for 2 hours, and then work 10 hour shift!</p>

<p>I'm not sure a lot of the people who use Metro regularly are getting enough information about the proposed service changes. The routes I use regularly (106 and 36) have a lot of Asian or African immigrants who speak little or no English, yet the only non-English signs I've seen about the service changes are in Spanish despite the fact Spanish isn't as commonly spoken in these areas as other languages are. I noticed that the Metro website has some foreign-language content, but I'm not sure how many people in South Seattle can access it because many of the immigrants in this area are lower-income and don't have computers or smartphones. Print advertising in additional languages besides English and Spanish would probably be a better way to reach many of the people who use Metro as their primary means of transportation.</p>
<p>It would be great to know exactly where these survey results go and how Metro plans on using them. I've heard a lot of people think the results will go into a black abyss, but they're also unavailable to attend the meetings because of work shifts or other commitments. The transparency (or even letting us see what the results are) can help us riders be more mindful of the decisions you make for us.</p>
<p>I want to know more about what metro is planning to do to push back against washington's hijacked legislative body that made these cuts. We should be expanding bus service not reducing it if we want to reduce traffic and pollution in our county. Highway expansion, shiny new tunnels and bridges should be of lower priority than maintaining our existing infrastructure.</p>
<p>I wish I could say this survey will actually help change Metro for the better. But, the reality is that you guys need more money. If we're going to reduce traffic, more convenient and reliable transit options need to come forward. And, without some funding, I don't see traffic getting any better anytime soon.</p>
<p>Info via internet works great for me, but may not for others. Hope you're doing lots of outreach in alternate languages too.</p>
<p>I don't think many people will have known about these surveys. And plenty of people that care will not have bothered to go to meetings or fill out surveys either. I think this is a public engagement problem -- even people that occasionally or somewhat frequently use transit may not care enough to get involved on any level, much less fill out a survey. We should work at getting people excited and invested in transit, establish transit as a core part of any vision of Seattle in the future decades so that it is constantly on people's minds as something we want as a region.</p>
<p>I especially liked the ads on the buses. Only tangentially related, but the other day I saw an ad on a bus advertising that if you bought X brand car you wouldn't need to ride the bus anymore. Seriously? How can you guys allow that junk on your busses?</p>
<p>If metro doesn't have independent financial authority, does this really matter? If the state wants to cut the budget again next year are we going to have even more cuts?</p>
<p>It is WAY too difficult to find any information about the proposed cuts on the site.</p>
<p>I sure hope mine and others comments/feedback can make a difference in Metro getting the funding they need to keep public transportation going in Seattle!</p>
<p>Again, thank you for putting in the extra effort to help us have an input in these decisions.</p>
<p>Keep route 167 until you open the light rail at UW Hospital.</p>

<p>I don't believe that Metro even reads my comments, unsure why I continue to fill these out. I'm sure you're going to cut service anyways. I've ridden the bus in Seattle for 15 years, and it's always the same. The buses full of commuters going to middle class neighborhoods are always late and stuffed to the gills (University Express and West Seattle Express), while routes like the 50 and 41 cruise around with just a handful of people on them... when will you decide to start serving better the people who actually pay for the service with their own money?</p>
<p>Part of the outreach was handled during budget cuts and protests in Olympia.</p>
<p>Stop messing up the 21X and screwing all bus riders in Arbor Heights!!!</p>
<p>It would be great if you included the actual ridership data use in the decision to cut or greatly reduce service on specific route. Something like: Only X people use this route at peak times this is lower usage than Y% or routes. That would make it clearer why this specific route is getting cut. Otherwise from my perspective you are cutting the most useful routes: the ones I use all the time! :)</p>
<p>Please add an express bus from Kent to Seattle after 7:52 in the a.m.</p>
<p>You have created an insulated cocoon immune to and utterly unresponsive to the public. I can only hope enough other citizens are half as fed up as I and we ultimately prevail, forcing metro to live within its means and to make rational, appropriate use of the money you collect. One thing i've added to my to do list, though, is to move to a jurisdiction without mass transit. You and your sister agencies are utterly useless.</p>
<p>I am left with the distinct feeling that this "outreach" effort is used to create a certain level of panic and concern to spurn voters to support a more comprehensive tax plan for funding public transit. I understand the serious budget cuts, but the outreach effort has struck me as sensational. This seems especially true to me because nowhere was I able to locate the date that these alleged changes would go into effect, making me wonder if these changes are even real.</p>
<p>Two years ago, our bus route 167 was on the list to be eliminated. We have voiced our concerns and opinions. Our bus was saved. I hope to have your consideration to not eliminate the bus 167 totally.</p>
<p>Asking for public comment is simply a smoke screen tactic being used by Metro so you can claim to have heard the community's concerns and taken them into consideration. This is BS and everyone knows it. If you would reduce expenses, i.e., lower executive compensation and perks, perhaps you could miraculously find money to actually serve the needs of your customers. I guess I am living in a fantasy world to expect public leaders to use common sense and act in the best interests of their customers.</p>
<p>Your outreach process didn't reach me.</p>
<p>I would love an easier way to contact the relevant government officials about these budget issues.</p>
<p>Do not change the service to Bellevue campus</p>
<p>I attended the Open House at North Seattle Community College on December 5th. The Metro staff I spoke with were VERY helpful, informative, and understanding of my concerns. They took the time to answer my endless questions. I am impressed with Metro and the outreach process. All of the staff were thoughtful and responsive. Thank you!</p>

<p>The fact that Metro's current proposal for "service cuts" includes re-routing #2 OFF SENECA TO MADISON -- contrary to enormous bus rider input from me and all other #2 users on First Hill in 2011 -- is now being repeated, contrary to the "service priorities" you included above, shows that Metro has an agenda to get rid of #2 off Seneca and put it onto Madison -- despite the widespread community opposition voices in 2011 and today.</p> <p>What's not to understand about keeping #2 on Seneca? If you want to reduce #12 service -- or cut it off outside of rush hour -- THEN #12 RIDERS CAN ALL RIDE THE #2 ON SENECA -- it is a much more able bodied ridership and far less elderly than all of us advanced seniors and very elderly who reside in the Seneca residential corridor.</p>
<p>Please consider poorer people commuting great distances who may not do this survey.</p>
<p>It is shameful that a city the size and wealth of Seattle does not provide enough public transit because our budget hawks in the legislature come from wealthy, car crazy subdivisions. Portland does way better</p>
<p>Thanks</p>
<p>UW students do not know about the bus cuts.</p>
<p>I appreciate all you do to try to provide public transportation. I went to Olympia (by bus from Alki) to testify in favor of increased public transportation funding at the Senate Transportation Committee public hearing. It appears our pleas are falling on deaf ears. We need to get the MVET back that Tim Eyman and our lily-livered legislature destroyed 12 years ago. I am sorry I was out of town and missed your outreach meeting for West Seattle at Youngstown Center, I would have attended if I could have.</p>
<p>It was great!</p> <p>I have some other comment. Regarding C-Line heading to DT once the via duct is close or starting now. Why not make the bus go down the SODO busway instead of the viaduct. You could make an additional stop at international and then all the Norma stops. It would free us the bus from the WS bridge too ;)</p>
<p>I don't doubt that Metro is doing what it can to communicate with the community. I'm not confident that our elected leadership is going to step up.</p>
<p>The feedback to cut the routes is not from the people who reply on a safe, convenient bus</p>
<p>At the public meeting I was at today, it seemed like only the local Seattle people were speaking to their predicaments and there was nobody able to speak or chosen to speak regarding people in the outlying areas. I raised my hand many a time, but was not called on. I left. Like I said the South gets tromped on.</p>
<p>The outreach is super and I'm sure the communications folks are dealing with hostility, no praise and no thanks for their work and no appreciation for their position. I applaud them for putting up with us unhappy campers. I recommend that you all send Santa to visit them and fill the stockings in their cubicles this xmas. Thank you.</p>
<p>Although you are soliciting feedback, I fear that the decisions regarding cuts are already in motion.</p>
<p>I realize Metro is in a tough financial bind. I appreciate and love the bus service I've got now, even with my 1.5 mile walk home. I wish I had a direct bus home, but understand there isn't sufficient demand. I wish in your outreach you were more clear about the retiming of the 56 and C rather than just saying it's reduced. Possibly I'll be able to continue riding the bus. I hope so, because with one car and the cost of parking (and the limited availability of lots that allow me to park from 7:00 AM to 7:45 PM) driving is not my first choice.</p>

<p>Not on feedback process- but as a reasonable well off family, would prefer to pay for convenience of bus over paying to drive/park.</p>
<p>I realize that this is not a problem with metro as much as it is a problem with our region's funding ability. Still, I think that metro is unwise in hitting West Seattle the hardest with these cuts. We have dozens of huge apartments being built right now, many of the units with no parking. The West Seattle Junction is supposed to be a transit hub and yet we're already getting less service than we were before the Rapid Ride came into effect and the last round of route cutting happened. I'm getting very tired and cynical about Seattle's ability to create infrastructure to support it's people and it's economy.</p>
<p>As long as you prioritize rural people and nonproductive urban people, you will struggle with funding. Public transportation in non-crazy parts of the world is designed and run for people doing normal things like going to work, going to school, or doing something social. Here, you do not make people pay fares, so almost all your busses have crazy, violent, no-good losers in them stinking up the joint and making the trip unpleasant, scary, and dangerous for the people who actually pay both taxes and fares to keep Metro running. As long as there are so many uncontrolled crazies and thugs on the busses, many people will keep driving and will be less inclined to vote for bus funding.</p>
<p>Every year it feels like we go through a song and dance where Metro holds certain routes - always the same routes, it seems - hostage and threatens to cut them. How many times are you going to hold the poor, loyal 25, the only route that serves Downtown, Upper Eastlake, Portage Bay, Montlake, Husky Stadium, the U. District, U. Village, Children's Hospital, etc.? It's an amazing, swift route that allows commutes between two major retail centers, Downtown and the University, major hospitals, while also being convenient to students and seniors in the residential areas of Eastlake, Portage Bay/N. Capitol Hill, and Montlake. Please stop holding this poor route hostage!</p>
<p>All of the public meetings being held by Metro are at insanely inconvenient times when people like me (who live or work in some of the neighborhoods being cut) are unavailable because we use the bus to get to work.</p>
<p>Again, in closing I would like to encourage you to understand that the 214 is a prime bus route for those living in the Issaquah/Sammamish/Snoqualamie/Maple Valley area. I used to drive 9 miles everyday to catch this route. Now I live a little close, but still drive 7 miles. This route is a vital route for getting to and from Seattle and if anything needs more routes added to it, especially in the evening. Please consider these thoughts.</p>
<p>I would like to think that filling out a survey will actually make some difference in the route cuts. I sincerely hope this makes a difference.</p>
<p>I live the same distance from downtown as others do, just to the south instead of the north...But there seems to be much less direct bus service to where I reside (Burien) than there is to places like Ballard or Lake City. Most of the direct lines south go to West Seattle or Tukwila or Federal Way...So I either have to wait and transfer via other direct centers or take the "slow bus."</p>
<p>I can't attend meetings, but hope you will use my feedback.</p>
<p>Two years ago I volunteered and attended the meetings for the last round of cuts. It was very evident the metro planners do not like 250 and can't wait to cut it. They ignored the survey results fro the community about what the riders of 250 route wanted until I brought up the survey. Then they complained that I ask riders to complete the survey.... very frustrating but in the end they did the right thing and modified the route and added more ridership.</p>
<p>Have notices on buses.</p>

<p>From some of the phrasing of the questions/speakers at the meetings, it sounds like Metro has already made a decision and this is just a formality.</p>
<p>This is absolutely absurd. Doesn't Seattle pay attention to the cities that have this figured out? CHARGE MORE!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p>
<p>It seems you are up against the wall on this one. Is there another way to raise revenue?</p>
<p>I do believe Metro should connect more directly (if they haven't already) with major employers: Microsoft, Boeing, Starbucks, ADP, the city of Seattle, F5 networks, etc. t think actively and come up with more creative solutions. I believe workplaces may suffer if getting to work becomes more challenging to employees. What about school kids who ride the bus as well, how are they affected?</p>
<p>I'm glad that you are providing this option for feedback on this process. I really hope it makes a difference and people are able to advocate for themselves enough and funding is found so these services aren't cut/reduced.</p>
<p>It seems there is a lack of "social media" or online options to directly contribute to the "discussion" regarding these cuts. There are a number of community events, and unfortunately I missed the one event that was at a time and location convenient for me to attend in person. What about live chats? A online forum, etc.? Maybe you have these mechanisms in place, but i'd love some way to "cast my digital vote" on this matter! Make my voice heard--online if not in person. thanks</p>
<p>Mass transit is not about outreach. It is about efficient routes and can get the most people to their destination without driving their car all the way. It is not about stopping all people from driving and it is not about engineering change. Just create good routes, create competitive union contracts that are good for the taxpayers, and run efficiently.</p>
<p>The community meeting at North Seattle Community College was very good - staff was helpful in answering questions, and there was a lot of good information.</p>
<p>Please continue outreach to the public so we know when to lobby our public officials. We need to know when to tell them how public transportation affects our livelihood.</p>
<p>Volunteers need more knowledge on the involved finances.</p>
<p>Appreciate the opportunity to comment.</p>
<p>Let us know how we can actually change your plan, if we actually can. Don't waste our time if you've made up your mind already.</p>
<p>I do understand that the State is strapped for money. And I understand that raising taxes right now and maybe ever again is not the current way of this country. But I believe that when one starts cutting out basic services at a time when this area is growing and hurting the "basic people" over the people that can afford to side in their gas guzzling cars and damage or use up our highways, something is gone wrong with the idea of the "greater good". I know many people are trying to weigh in on this and people are fighting for more transportation money, but I need to weigh in. I would glad pay more gas tax to help with the transportation issues.</p>
<p>Better options could be looked at.</p>
<p>Please fully fund METRO and in particular save express service to North and Northwest Seattle.</p>
<p>Just average.</p>
<p>I think that the buses are just fine the way that they are.</p>

<p>Thank you for making us all aware the year before we are being impacted and allowing us to discuss with Metro representatives.</p>
<p>signs should be posted on the Metro Bus to announce the changes as well. Not everyone has access to internet</p>
<p>Thanks for doing the survey. I'll never come to a public meeting and speak. I wish legislators would have surveys, too, because I'll never go to one of their public meetings, either. Thanks for asking.</p>
<p>I had no idea which routes you were cutting until I visited the Metro website. It would be helpful to let the riders of specific bus lines know that their line will be cut For instance posting on the 62, 66x, 67, 68, 72, etc.. that the line will be cut.</p>
<p>Find a way to NOT cut services. The Metro workers can take a pay freeze, like the rest of us. Stop penalizing bus riders. Raise the car tab licences, instead. Don't cut services for people who are trying to be responsible citizens.</p>
<p>It's often hard to make the meetings because of the time of day they are held. I did appreciate a meeting that was held on UW campus though I was unable to attend. It was held at 5:00 I believe, which is pretty early but workable. Thank you to Metro and all who work there. This is a tough time and I realize everyone is scrambling to try to keep service effective and save money.</p>
<p>Public meetings were not well advertised.</p>
<p>The Metro Planners should experience the routes they are designing. Ride the Bus and talk to the people on board.</p>
<p>Please keep the #12!!!!!!!!!!!!!!</p>
<p>From the website I cannot tell how I would get from where the bus is proposed to stop to my destination</p>
<p>I would rather see more route reductions and less cancellations. Thousands of people will lose their jobs over this. Not including Metro staff. Thousands of cars added to the already congested streets. Air quality decline. Many, many people added to the state assistance programs. This will put the state in economic ruin. You have outreached just fine. Now our ELECTED officials need to listen. It's things like this that make people not vote.</p>
<p>Please read my input in how Metro can use digital advocacy to generate revenue and expand ridership.</p>
<p>I have been hoping an opportunity to give feedback would be presented. The metro website is extremely difficult to navigate, so I avoid it when possible. My boyfriend sent me a link to this survey, which he read about on twitter. I've seen notices about meetings, but all the meetings that have been advertised thus far have been scheduled for times that I'm either at work or commuting.</p>
<p>I commuted from Bremerton for the past 12 years; thank you for providing clean and comfortable service. I suggested WSF borrow from your policy of restricting the use of bench seating as a bed; I did not hear back on that one.</p>
<p>Is it true that Metro pays a lot of drivers overtime rather than hiring new drivers (part-time or full-time)?</p>
<p>They should have been planning for this years ago. There have been no price increases in about 15 years or more except for one in the last few years...</p>

<p>Please encourage all the car sharing and alternate modes of transportation (Uber, ZipCar, Microsoft Commute, Car2Go, the one with the pink moustache, etc) to have their users fill out this survey and inform their users of these changes. Without public transit their business will either disappear due to people having to purchase cars (ZipCar, Car2Go) or reliance will greatly increase (Microsoft Commute).</p>
<p>See earlier comment regarding availability of maps for proposed alternative routes.</p>
<p>make sure that all surveys are read before decisions are made. Thanks you</p>
<p>Would be nice to see statistics to support why the routes that are being deleted or restricted have been targeted</p>
<p>I have been riding the bus for the last 12 years and have adjusted my ride with the past changes without a major problem but this time it is a bit much. I live in the south sound and my bus is being eliminated . All the express routes in the pm are full as it is . Has anyone done an audit and looked at the numbers? The 177, 178,179 and 190 are full as it is. What are you thinking? Combining four buses into one! Even if you run the 177 more times I don't understand how you are going to get everyone home.</p>
<p>It does not make since to reduce the services to Bellevue college.</p>
<p>I believe Metro is the victim of a short-sighted legislative budgeting process and Washingtonians will pay the price in increased traffic, reduced tax revenue and more polluted air.</p>
<p>Again, I cannot stress this enough the importance of reviewing the route cuts and the impact they have on various constituents. Cutting routes 202, 205, 211 has consequences that have not been fully appreciated. By eliminating these routes, there will no longer be any DIRECT routes to Seattle HOSPITALS. Metro riders will have to transfer buses at least once, walk at least .5 miles up a very steep hill. That is impossible for many disabled, elderly, people with mobility issues to manage. Often when a person is visiting a hospital they are not 100% well. Now you are making them walk up a steep hill after a significantly longer bus ride that included transfers that could be confusing. Cutting buses that provide direct access to hospitals is discriminatory and offensive. Metro & members of the Regional Transit Task Force need to look closer at the consequences of route cuts.</p>
<p>Cutting Route in Bellevue College looks like a political move. It takes less than 5 minutes for buses to go through the campus. It is not going to effect cost.</p>
<p>I understand that, along with budgetary restraints, Metro provides the best service it can. But after my boyfriend and I were mugged in Seattle waiting for a bus to take us back home, I have started pretty seriously desiring more frequent buses.</p>
<p>Public transportation in Seattle seems far behind many other cities. There are current projects happening but with traffic already so bad here it seems too late in some areas.</p>
<p>Question about how many cars in household is inadequate - mine often won't start, and I can't drive in bad weather or when it's dark or when I would have to pay large parking fee</p>
<p>It is giving lots of employees a job!</p>
<p>It appears that the decisions have been made. I'm not certain why you are collecting public opinion.</p>
<p>I have posted the reduction proposal on Facebook and am asking my friends who take the bus to look at the proposed routes and how it will affect them.</p>

<p>I believe that Metro will do whatever it needs to do regarding it's business needs. I do not believe the comfort and convenience is really all that important to the company. I would love to see the company prove me wrong and show it cares by amending the current revision. I want to see the statistics on which representatives based their decisions to cut certain routes. I think that would provide a lot more insight on how decisions were made.</p>
<p>I think Metro should do mucu more to utilize their recources. The drivers are goofing off at terminals mainly because they are dispatched too early and get to the terminals before the route starts and spend time in coffee shops before they are entitled to breaks. Thsre have been too many accidents recently. Drivers are going the wrong way on the freeway. Accidents are causing bodily harm to citizens all too frequently Every tax and fare increase have not been delivered as promised. The most recent(6) havasay meetings I attended did not result in what we were told. All of this needs tobe corrected. .</p>
<p>Please, please, please don't cut public transportation. We NEED it. Traffic congestion is already out of control!!</p>
<p>I definitely believe Metro is doing the best it can. You need more money so you don't have to make cuts!</p>
<p>The city of Seattle should be doing what it can to reduce the use of cars and encourage the use of public transportation. These proposed changes will only mean more cars on the roads.</p>
<p>The outreach process is great but I feel sharing the aftermath is lacking. I.E. I went to a meeting where we were asked to put feedback on maps and many interactive stations where audience provided feedback. While all of this was given to Metro there was no clear answer on how the aggregate or results would be shared back. That is where transparency starts to lack and the only thing shown seems to be the end result.</p>
<p>Metro is concentrating on getting from home to downtown Seattle without consideration of people who never or seldom go downtown but need transportation during the day to get to shopping areas and medical services that are not down town. That is the problem, not Metro's outreach process.</p>
<p>I don't really feel like Metro actually listens to its riders.</p>
<p>How about an amission tax to to large concert and sporting events and a surcharge for school trips that bring up to 50 students at a time or even offer charter service</p>
<p>Please take care to increase service to Southeast Seattle and south King County communities - traditionally underserved, undersupported communities with high percentage of families of color. These communities are typically asked to bear the brunt of the cities' and county's budgetary and services shortfalls.</p>
<p>Your motto is "take metro....We'll get you there". No you don't, you are cutting services and in the snow you barely run at all. I have to get off my bus in the worst part of town and I am expected to find another way up the hill.</p>
<p>Not enough coverage in local paper or TV. WS Blog was happened upon to learn the extent. With all the hi density building going on in WS it will be a nightmare for cars. The object was MASS transit. I'm so very thankful for our buses to get me around as my driving is severely and increasingly limited. I'll be housebound or totally dependent on others when I can no longer drive.</p>
<p>STOP CUTTING SERVICE. REBALANCE YOUR BUDGET, FIGURE IT OUT.</p>
<p>Can we not pit drivers against transit riders? In other words, understand that there are many of us that ride metro every weekday, but still have a car for other transport needs.</p>

<p>I only knew about this via the West Seattle Blog-I did see people standing outside and Joe McDermott in West Seattle today with signs that read: "One Bus=28 Cars"</p>
<p>Please keep 210 or some other route servicing Lakemont area. Thank you.</p>
<p>Big tax bracket people run things, us "little guys" get screwed.</p>
<p>With the cuts identified, the FW Transit Center will have even more demand than before, and it is already over crowded as it is. They are looking for additional parking in the surrounding area to meet the current demand, let alone the extra demand due to the loss of feeder bus routes. Unfortunately, I don't have time right now to finish my response, I will write more later.</p>
<p>Your outreach needs to reach those outside of Seattle who primarily ride Sound Transit and other area transit services--they'll also be impacted by these cuts when their commutes lengthen due to awful traffic.</p>
<p>I shared it on the previous page.</p>
<p>My routes were already cut in the last round of cuts, for Rapid Ride, a service that helps my neighborhood not at all. If they are cut again, my working class neighborhood, with fewer options for alternative transportation will be severely affected, negatively impacting job and education opportunities. Please consider how your lives would be affected if you lost your car and could not replace it, or had to add 2 miles of walking, and over an hour to your commute every day.</p>
<p>I have more confidence in Metro doing what they can than I have faith in the legislators dragging their feet finding a solution.</p>
<p>Thank you for explaining what specifically would happen to each route, and for sharing your decision-making criteria. Even though I'm unhappy that service cuts may happen, I trust that Metro is doing all it can to preserve service where possible.</p>
<p>I moved back to Seattle for a job a couple years ago. I knew I would be successful in my career by having Metro available to get to/from work. Now I. Am considering moving out of Seattle because it may become less convenient to use metro as a commuting option. I am willing to pay higher taxes if it means a better bus system & less cars on the road!</p>
<p>I don't trust that Metro's planners, who all have cars know the people who depend on the bus, their problems and needs. They only 'listen' to the riders after they have made and set into progress decisions.</p>
<p>I would like more information about what riders can do to be heard and make an impact with decision makers. A reference for where to send an email and sample message to use perhaps.</p>
<p>if you know routes are not performing, then why ask for money to continue them, or threaten to delete them. Any other business would cut the losses or make them profitable. Stop draining the citizens of king county by subsidising incompetent King County metro management.</p>
<p>my employer told me. no notification on the bus so total surprise. Not good.</p>
<p>Go back to the drawing board and bring back some eliminated buses in the White Center (Roxbury)/West Seattle area. Not all of us have cars to drive to other Park & Rides or so called Rapid Ride areas. We may also live in areas where it is unsafe to walk early mornings or later evenings if our work schedules are such. KEEP SEATTLE MOVING!!</p>
<p>I appreciate that you are providing a means of sharing our concerns, but I am not confident that we will be heard.</p>
<p>I should have reviewed the proposed changes - BEFORE doing the survey. Maybe make that really clear up front? (or...maybe it WAS really clear)</p>

<p>As someone who has been Seattle just over two years now, there is something that is very confusing to me: why are there two (or are there more??) entities overseeing transit? There is Metro - a county-wide agency running buses and other services. But then there is Sound Transit - rapid transit only? City-wide? Regional? I don't even know. And while Metro is right now asking for feedback on making cuts, Sound Transit is right now asking for feedback on how they should grow their services!! This makes no sense to me. It seems all transit in this region should be under one agency in order to maximize efficiency, reduce duplication, and make it as easy as possible for riders to use transit - and for new riders to start.</p>
<p>I appreciate that Metro has been at the local farmer's markets trying to drum up business, will this actually help ? I love the bus and will miss riding it.</p>
<p>I wasn't notified at all. I ride the bus every single day and there wasn't a single poster or handout provided on the bus or sent to my home. I found out randomly while looking at Metro Transit's website for something unrelated. I'm disappointed I wasn't given more notice to write my senators and politicians to advocate for more funding.</p>
<p>I appreciate all of the steps you have taken to keep the public informed.</p>
<p>I attended Magnolia Transit Riders meetings for awhile, and it seemed that Metro was just giving lip service. The decisions are not being made by people who actually use the bus system, and decisions are actually already made before we the riders are asked for input.</p>
<p>I would be open to a fare increase to be able to keep the stop at Tukwila. I think many would agree. Please don't discontinue this stop, it would be devastating to so many who rely on this bus to get to the hospitals for work. PLEASE PLEASE PLEASE don't discontinue this stop!</p>
<p>Thank you for the opportunity to provide feedback. I ask you to use Metro Trip planner (a great tool) and live at 25th and Dravus, and get to 4735 East Marginal Way S - under the current system - between 0900 and 1400 on any given day. If you get rid of the 121 reverse peak times- try it again for ANY time of day. See if you can do it in under 1 hour, or at all.</p>
<p>VOWS has a way to survey that clearly shows trade-offs. For example, one is asked how important several items are and one shows this by spreading a dollar across the items. The total cannot add to more than a dollar. Using such a technique to get feedback about trade-offs in Metro services to reduce or eliminate could provide good information for Metro AND show people doing the survey that there really are constraints.</p>
<p>I appreciate the video message from Metro, and understand it is experiencing serious financial trouble. I hope it will find the funding to avoid cuts and even increase service. I believe that good transportation is key to our city's vitality and success.</p>
<p>I know these are tough decisions. Thanks for doing your best!</p>
<p>I hope you listen to the people this affects.</p>
<p>I don't feel Metro is the problem. I like riding the bus and would like to continue to do so for the next ten years. It is very convenient for me getting to and from work. I believe Metro is doing all that they can (although I don't agree with some of their reasoning of where they are cutting routes), I am not faulting Metro for the cutbacks. I feel the fault is with our elected officials not spending our tax money properly. Very disheartening.</p>
<p>I appreciate the outreach, but I hope some resolution can be reached in order to avoid these reductions. It would be a big blow to our city.</p>

<p>This is a damn shame that we have come to this. I know that Metro employees are trying hard.</p>
<p>Please continue to work with county and state officials to devise a plan for new/additionally funding to stop this horrific service reduction. The reduction plan will bring hardship to folks who have had a chard time over the last 5 years. This is vital to our regional economy to keep folks means to get to work, doctors, school, etc. King County needs to find an alternative funding source that is stable. Please continue to work toward this goal.</p>
<p>Metro's messaging and analysis seems clear and simple. But I am not a fan of public meetings - they rarely share intelligent debate or reveal new facts.</p>
<p>I appreciate that you ask I hope that you take it and make adjustments according to the feedback if possible.</p>
<p>Cutting service on Route 120 is just plain wrong. I encourage any of the policy makers to ride the 120 during peak hours. A more intelligent solution is to take a 2pm trip and put it during peak hours. Take route times of low ridership, cut those, and replace them to peak hours. Simply cutting trips is not the solution. Re-arranging the schedule is the solution.</p>
<p>I expect these reductions will happen anyway. I think Metro mismanaged the Rapid Ride and lost money in this venture and it is unfair to have the cost of this put on the riders of all routes!</p>
<p>I feel like Metro needs to communicate more about its long term plans. What will happen if funding is restored? Will metro go through with the route restructures anyway, because they make existing service more efficient? Also, what about the restructure routes for University Link in 2016? For example, the 43 bus would be redundant, so in 2016 that route could be cut and those hours could be reallocated to other services such as the 8, 10, 48, and 49, or other services that are being reduced. However, there has been no outreach or documentation posted about what will happen when University Link opens or about how this may be able to reduce the harshness of the 2014/2015 reductions.</p>
<p>I have commented on reductions and/or deleted routes before. This is a PR campaign to make patrons feel they have a voice. No one is reading this and KCM will do what ever they want to do, regardless of how the public feels.</p>
<p>This survey link was extremely hard to find. The "Participate" tab seemed buried.</p>
<p>Have someone video our ride. Come to the Kent bus stop, which is the last pickup stop for the 197 route to UW, and film how many people are already queued up at 5:55 am to get on the 6:10 am first bus of the day, just in order to get a CHANCE at getting a seat. Then there is no bus until 6:40, because the 6:20 bus was discontinued several years ago. Again, people have to queue at least 15 minutes before the scheduled arrival in order for a CHANCE at sitting down for the 25 mile ride. And we are the workers, our jobs begin between 7 am and 8 am at the hospital. We are not students. Then come back at 5 pm and watch how the hospital workers, at the last pickup for the ride home, NEVER have seats as they ride the 25 miles or 35 miles home. It may seem trivial to someone who commutes by car to have to stand out an extra 30 minutes each day for the bus in order to MAYBE get a seat, but actually it makes us cold and wet and tired.</p>
<p>Your survey is too long, so you likely WILL NOT get the feedback you should be getting. A survey is to "SURVEY" for all people, not those who are patient enough and have enough TIME to fill this out. The length of this was ridiculous.</p>
<p>Tax the cars coming into the city of seattle.</p>
<p>What's the point? You will do as you please no matter the cost.</p>

<p>I would have liked to attend an outreach meeting, but the last 143 from Seattle to Maple Valley leaves at 5:40 pm, so I couldn't stay for the meeting. If I miss the last bus, I have to catch the 150 to Kent Transit Center and then take the 168 to Four Corners, which can take 3 hours or more. If the 150 and 168 service is cut, it will be even worse.</p>
<p>You must post more dire warnings on the 68 and 72 routes to get people's undivided attention-- something along the lines of "Due to the elimination of temporary state funding supplements to Metro, Route 68 is scheduled for elimination at the end of June. To make your opinion about this known, do one or more of these things:</p>
<p>Posters should be posted at each bus stop. Operators should be briefed and consulted.</p>
<p>I truly hope you get the funding you need because these proposals are not right and come at a bad time. Yes, the government feels the pinch of the economic turmoil but so do the people who use Metro services. I will not be that inconvenienced by this since I have the option to drive and I can afford parking. But I choose to take the bus as to help relieve congestion on the highways. I will get to work just as easily driving as I would busing and if these changes go through, I will have to consider how much time it takes me via bus vs car. I am fortunate, in that I have the option to do this. There are many out there who are not so fortunate. The northwest may have the reputation for being gloomy but I believe people who take the bus are far more relaxed and cheerful than those who drive. Let's keep the moral of our hard working citizens up. Don't make these changes.</p>
<p>It really sucks that a 20 minute drive 30-40 with traffic, takes 45 to 90 minutes on a bus. We have so many transit systems in Seattle but none of them are great. They are all filling some tiny part of a larger problem.</p>
<p>During the last 18 months I have found the outreach process to be quite flawed. There is no longer a way that I can find to leave comments/complaints via phone, and when I have commented online, I've gotten no response. I ended up emailing my King County council member and got a response from his office. I went to an "outreach" event with my mother, who is adversely affected by the changes, and found that the people hired by King County were not prepared to listen to the senior citizens who attended, their main mission seemed to be about getting the senior citizens to agree that the cuts and RapidRide would work for them even though this particular Senior Center is about a 1 mile walk from RapidRide, Since it's implementation, seniors like my mother are afraid to transfer on Leary Way and feel that those buses are dangerous since there are no bars or seats to help them hang on as there are rarely seats available for seniors on the D line.</p>
<p>How about a "here's how to help us get funding back" page so maybe we don't need to go through all this?</p>
<p>We need a stable funding source for transportation and roads. What options are under consideration? I did not see that information on the Metro website.</p>
<p>I did not see any outreach to Ballard. North Seattle Community College appears to be the closest you get. I suggest some sort of outreach in Ballard too.</p>
<p>I don't see any Seattle urban meetings or outreach van schedules.</p>
<p>It is great that you are trying to make the damage as minimal as possible, but where is the information on stopping the cuts? That should be front and center in the messaging!</p>
<p>I did not receive any notification through Microsoft that you considered deleting a primary commute route used by our employees.</p>
<p>If you could make the changes clearer per line/route it would be helpful I hope there are no changes and funding goes through</p>

<p>I think the whole thing is outrageous. We're building an underwater tunnel, talking about new stadiums, giving tax breaks to oil and gas companies, but can't come up with the money to have a viable and useful regional transit system in a major progressive, environmentally conscious metropolitan area. Are you kidding me?!</p>
<p>Although the outreach welcomed feedback, I'm not confident that my feedback will in any way affect the outcome. If you will honestly be taking feedback into consideration and will ACTUALLY make changes based on feedback, you should include information on how the revision process will work and whether and when there will be an opportunity to provide feedback on the revised proposals. Otherwise, the outreach comes across as, "This is your chance to complain, but it doesn't really matter."</p>
<p>The FAQs on your cuts website are nicely clear, concise, and firm.</p>
<p>It wasn't clear on the King County gov/Metro sites that filling out the survey and emailing a complaint was the same thing or two different functions.</p>
<p>I think the survey's a great idea, but what I'd like to know is what people who don't ride the bus think. Why don't they ride it? Why does Metro have such a hard time getting the money it needs? In this case it seems like you might be preaching to the choir. In many other large cities around the world, taking a bus or train is the rule, not the exception. Why not Seattle, especially when we have so much to lose?</p>
<p>First, create a more informative way to speak with the public, in person, about these cuts. Station a Metro surveyor on each line that is to be cut during peak hours. Ask people on the bus what the cuts would mean to them. I'm flabbergasted that the statistics show that the proposed cuts for the 8 route are due to decreased ridership. Please put someone on this bus during all hours and you'll see that this is far from correct; I recommend especially surveying those that travel eastbound from Stewart/Denny on weekday evenings, because the bus will probably be too full and will pass them anyway. Second, many of these public events are during working hours for most people. Please set up tables in neighborhood centers and actually talk to people instead of having a town hall meeting. Advertise on each route the potential cuts and encourage people to fill out this survey. I wouldn't have known about it if the UW transportation center hadn't emailed me, and I ride the bus daily.</p>
<p>There are a number of construction projects in West Seattle. Service continues to be discontinued.</p>
<p>I believe Metro is making the best use of available resources, but I believe Metro should aggressively seek out additional funding. Be it by tax levy, fare increase, or some other means, public donation, or whatever can be done to bring more resources to Metro to reduce the number of drivers on our roads and thus save money elsewhere in the county.</p>
<p>I'd really appreciate seeing the data behind these decisions.</p>
<p>I do hope that this does in fact help and it isn't just lip service. I value the service that you all provide. Please continue the 167 rout.</p>
<p>Once again, I am a student at Lake Washington Technical College, the changes you are proposing take away my only transportation to the school. I do not have a drivers license, or a car available to me to drive to school. How do you propose students like me get to my school?</p>
<p>PLEASE DO NOT GET RID OF ROUTE #27!!!! IT'S ALWAYS A FULL BUS WHEN I RIDE.</p>

<p>I see my bus packed each and every day -- standing room only -- yet, having these discussions about cutting back on service just doesn't make sense. I can see coming together in two ways: increase the fares slightly -- by \$1 -- and cut back on the lines that are absolutely NOT used. You cannot reduce these routes to the degree you are doing. It's insane.</p>
<p>My commute works in a number of ways. My fiance and I have one car between the two of us. She works in Bellevue and I work in Kent, so it can be more complicated for me to be without the car than her (until these changes go into effect). Previously, on days when she needed the car, she would drop me off in SODO and I would get on the Link Light rail, and then bike from Tukwila to Kent. I would then bike to 180th and Sperry and take the bus back to SODO (it's more of a workout the last mile to the Link due to the incline) and bike from SODO to West Seattle for the commute home. We now have a baby, and my bike does not fit in the car with the baby, so my commute has become more challenging on days when she needs the car (more often now). I have tried biking to the SODO Link station, which takes about 25 minutes at least. I have tried taking the 37 with my bike, which drops me a good mile from the Link station. I then tried transferring to the 150, which involved about a 30 minute wait. The 21 stops about a mile from my house. Seeing as these current options are already lacking in efficiency, I am shocked to hear that you are only removing options between West Seattle and SODO and not increasing them. You might also consider offering an incentive to Starbucks if they provide their own form of transportation akin to Microsoft's Connector.</p>
<p>I think a one week to two week "trial" of the proposed cuts would demonstrate both to riders and drivers the negative impact on our community the proposed cuts will have and increase pressure on the state transit detractors to properly fund mass transit. Once Metro is downsized (selling off assets and losing trained employees) it will take years and much more money to build it back up once the impact is realized by the wider population (of non-transit users).</p>
<p>Appreciate the opportunity to give feedback.</p>
<p>We could have a great transit service if more funding was available and it was better managed. Other cities comparable to Seattle have much better transportation services. I don't feel that Metro listens to its riders.</p>
<p>Outreach process is great - well planned, with many different kinds of opportunities presented for public education and input. No criticisms.</p>
<p>Thank you for doing extensive outreach. However, I'm really surprised that there is no outreach event planned for the UW/U-District. It's the second largest transit hub in the state -- surely worthy of a Metro-hosted event.</p>
<p>As stated, I believe the bus service in Seattle (do not know about service in the county) is easy, fast and efficient. I LIKE bus transportation but do not like wasting money on Rapid Ride, trolleys or trains.</p>
<p>No outreach was done for 1st ave residents. My stop was eliminated at Seneca St with little fanfare.</p>
<p>There were no ACCESSIBLE personal outreach vehicles on the Eastside. There were very ACCESSIBLE personal outreach vehicles offered at all.</p>
<p>Thank you for reaching out to your community of riders--we ride the bus every day, which I doubt the policy makers ever do, so our voices matter a great deal. Our 'on the ground' experience is critical to know and understand for providing effective service.</p>
<p>metro is awesome! I'd love to keep riding and help improve the experience for everyone. Rock on!</p>

<p>I think Metro understands what the main stops are on bus routes, but I don't think Metro understands how people ride the bus. For example, the majority of people who get on the 8 bus before 23rd ave are getting off at Broadway to go to Seattle Central CC. The majority of people who get on after 23rd are getting off at Westlake Ave, by Whole Foods. There are some exceptions, but those are the two main segments of the 8.</p>
<p>Overall, I think Metro does a good job keeping riders informed of proposed changes in service. I'd like to see a more permanent and reliable regional taxing scheme that would stop the current lurching from one funding crisis/service reductions to another every couple of years.</p>
<p>Re 46, it's somewhere between a little and a lot of confidence. I know the challenges are significant. I think it's critical for all the various community partners to work together to reduce traffic congestion and environmental impacts, etc. of more vehicles on the road. Cutting Metro services seems like the wrong direction in which to be moving, and I believe it will adversely impact a wide range of businesses and community members.</p>
<p>In addition to all my previous concerns I also have issue with the routes to my neighborhood ending prior to 11pm. One of the very important benefits of access to late night transit is providing a way for those too intoxicated to drive to make it home safely and not harm others. With bars being open until 2am the likelihood that these people will choose to drive home rather than leave the bar in order to catch the last bus is nil. This is a huge safety issue.</p>
<p>More advertisements! More appeals! Picket! Protest!</p>
<p>Your "outreach process" is a SHAM!!!!!!! You are just going through the motions..... YOU are a WASTE of my time AND money!!!!!!!</p>
<p>Thank you for the opportunity to submit my suggestions. I truly appreciate the benefits of having a bus service for my morning and evening commute. I</p>
<p>I can only imagine the immense amount of pressure that Metro is under, but the math is simple, less commuter options less commuters. I will definitely be one of many "collateral damage" in these decisions. I can only hope that if 167 express to my UW career is in danger that the route is saved, but limited.</p>
<p>I've said it before, please make a 120 and a 120 Express. The 120 will continue down the current route. The 120 Express will turn on Roxbury and go 99 into downtown. This will help with over crowding AND decrease transit time. Please also remember that the 120 is the ONLY bus that serves a large community of low income families. Cars are not necessarily a viable alternative for people. Additionally, many in my community work early or late hours. You are depriving my community of employment opportunities by reducing service to "regular business hours".</p>
<p>Once again, would like to recommend that Metro continue providing bus service to UW on Route 31, particularly for the morning commute.</p>
<p>I doubt you will take my comments seriously. I think you have already decided what you are going to do and I think there are certain areas that will come out fine because Metro favors them for some reason. The rest of your service district will be left high and dry. I have been riding Metro daily for 33 years and your service keeps getting worse. Metro used to be a decent public transit system in the 1980s and early 1990s. It is at best an ok system now and if you make these changes it will be a pathetic system.</p>

<p>As far as American cities go, Seattle is quite wealthy. The city council should be the ones apologizing and making excuses, not the metro service.</p>
<p>I understand there is only so much you can do, but is there any way you get get involved with "One Bus Away" and share these updates on that app? I know many people who use that, and I am not personally signed up for email updates because I get so many already. I think it would be a really useful avenue to share information.</p>
<p>About a year and a half ago, when routes were changed I was very vocal and attended numerous meetings, don't think it mattered. A decision had been made.</p>
<p>Question 44: It implies that these changes were going to happen "come rain or shine", and "were we given enough warning of the changes?" Yes, the public was told it MIGHT happen.</p>
<p>More a general thought: I'd like more detailed transparency on the costs to operate the service.</p>
<p>Do not cancel the number 72 and change the number 271.</p>
<p>Are there more action steps that can be done? I looked at the website to see if there are legislators that could be contacted about the transportation bill or if there is some move to fund Metro more locally, but I did not see anything. It would be helpful to see online if there are other ways people can reach out to help/provide input.</p>
<p>Um, it's not clear to me if this survey is addressing Metro or the politicians who hold the purse strings. I do think that the daily workers at Metro try to do their best, although I will point out that when I have provided feedback in the past and specifically asked to be contacted with a followup regarding my concerns, no one has ever contacted me. As for the politicians, I think they are all bought out by corporate and rich 1-percenter interests, that they are all corrupt, and that they have no interest in serving the public good.</p>
<p>I dont know if my route is at risk or not . Where do I find that out?</p>
<p>I hate seeing transit as the poor stepchild in the transportation system. It is time the public and our local and state elected officials see how important transit is to a well-functioning transportation system.</p>
<p>It is done very well, and the idea that Metro as a whole is being forced to make these cuts (and really does not want to either), is extremely obvious, while being done in a professional manner. However, it might motivate more people to get involved if:</p> <ul style="list-style-type: none">- Routes most likely to be deleted had a very clear notice at the stops they serviced that those routes in particular (not just Metro buses in general) were likely to be deleted soon.- Despite the priorities for reducing service being stated very clearly, some examples would also be motivating. Some people might not know how much longer it would take, how many more transfers would be needed, or even if their trip would still be possible at all, if a route was deleted. It would seem more urgent to people affected if the knew what exactly the deletion of that route entailed. There are so many different combinations of buses, the other alternatives (and only other options) are not always clear cut.- A "trip planner" that could simulate the most likely scenario of how to get from point A to point B after routes are reduced and cut would most likely be extremely effective (albeit expensive).- Any sort of "confirmation" that lets people know that their input has been received would help. <p>Sometimes a survey confirmation is not very rewarding. Even having a page, or sending an email, where an automated system could let people know if there response had been viewed would help.</p>

<p>My experience with Metro historically has been that changes always seem to make my commute significantly more inconvenient, requiring me to be "evil" and commute by myself to work. This is reinforced with these changes. Either I am unlucky, or simply do not live in an area deemed worthy of good metro service. Based on your policies I've read for being "equitable" in how service changes effect the community, I realize it's probably number two.</p> <p>The "outreach" seems less about getting information from the community and the riders of metro, and more about simply telling us to apply pressure to our elected officials. I don't consider that outreach, I consider it lobbying.</p>
<p>We need to increase public transit. Our roads are over-run with cars polluting our air and tearing up our roads. We cannot overcome this without more transit and wider distribution of transit information to commuters.</p> <p>Perhaps you can consider using the highway marquee signs to inform drivers of their transit options with a "If you had ridden Metro Transit..." content.</p>
<p>I'm not convinced that communities who will be most impacted by substantial cuts in Metro services are being asked for their input in ways that are easy for them to access. Please find more ways to do outreach in communities of color and low income communities.</p>
<p>Please have Metro representatives on buses of routes that are proposed to be deleted.</p> <p>Please publish that data that Metro is using as the basis of the decisions to delete bus routes.</p>
<p>Although I'm sure that Metro is probably doing everything it can to save services, there has been no evidence that leads me to believe this is the case. I'm confident you're putting in an effort, I hope that one day it will show. Thank you for the years of service you have provided for this county, you will have my continued patronage for years to come.</p>
<p>Metro had made up there mind to cut the bus service but are willing to let us vent... Have the Higher paying people take a pay cut... Better Yet have everyone of the Higher paying peopl ride the bus everyday to work,Doctor appt. meeting, and see how they like just missing out on family life.</p>
<p>Please hold the Metro meetings where and when the most people can attend . I will admit I even wondered if the meetings weren't intentionally being moved to areas & or times that made it less likely or more difficult to attend . The courthouse seems so obvious as a central meeting point - unless of course Metro doesn't WANT a repeat of the overwhelming turnout there was for the last meeting held there...</p>
<p>This survey will probably not make any difference in changing your minds it has not worked before. Once your mind is made up you do not want to be confused with the facts.</p>
<p>Sadly almost every meeting help by Metro falls during times I work.</p>
<p>I appreciate the information you have provided. I would like more specific information about how to lobby the legislature about passing a transportation package that would allow us to raise more money for Metro.</p>
<p>It is difficult to have confidence in Metro making the right decision when they don't seem to understand that their mission is to move PEOPLE around the county not just BUSES.</p>
<p>The poorest people may not have access to this survey via a computer or have time to attend a meeting. Many folks won't speak English. I worry that these people are excluded from the comment process.</p>

<p>I think I have provided enough feedback elsewhere in this survey. Only Rt 76 with only peak service (as I recall) will service most of the area of Wedgwood and View Ridge neighborhoods. These regions are high above Sand Point Way. My wife and I cannot climb NE 70 St to reach our home. It is a hard climb for us. I suppose lots of HS students will have more difficulty getting to Nathan Hale and Roosevelt HS. I hope that the coverage of our neighborhoods now served by Rt 71 to UW and on to downtown will be retained.</p>
<p>I think everyone at Metro should have to ride the buses with changes to see how it is for the people you serve. In order to take the #60 bus to the VA hospital, I have to walk up a steep hill. It is only 1 block but with asthma I can not do it. So, I take the C bus to the West Seattle Junction then transfer to the #50. A round about way just so I don't have to walk up the hill to get the 120 then transfer to the 60. Several other veterans at this building do the same thing.</p>
<p>regarding question 45, I have very little confidence that metro will take feedback from its ridership regarding what changes should be made because I do not believe you have a good track record of doing so and I would challenge you to share with the public why and how specifically you as an organization believe that you have and will continue to apply the feedback that you receive from the customers that you serve. I hope that this does not result in the ridership being held hostage again, between Metro transit and the State Legislature as this has been in past battles. I am contacting my State Representatives as well asking them to lead the effort to get a long standing transit solution in place. However, if you operating costs, and I assume, some set aside for capital improvements, is really based the current ridership levels paying nearly \$4.50 per ride versus \$2.50, then I see no way that you can not have additional fare raises as some part of your solution. Surely, there are other transits agencies in the world that are a bit more self-sustaining and not so heavily reliant upon tax payer subsidies that could be used as models? What efforts do you have in place to work with the Seattle City council to make not using public transit more cost prohibitive? Unfortunately, all the public tends to hear from Metro Transit is sob stories about how underfunded they are and are at the mercy of the politicians as well as all you can to do is increase fares and cut service, but we dont hear much about how you are driving the discussion on Regional Transportation in cooperation with not only all the other public transit providers but other stakeholders. Maybe the over all service area is just too large to be effectively serviced by only Metro Transit. There are some pretty rural locales that a "metro" agency serves. Maybe the agency needs to be split into 2 with one focused on the Seattle city limits and the other part merging with Sound Transit and the Ferry System. It seems like Metro has moved to a dis-economy of scale.</p>
<p>Metro is a bloated beauracracy. Cut office staff, add more buses and drivers. Problem solved. Require every King County and Metro employee to bus to and f40m work. 5hat will solve the problem fairly fast.</p>
<p>Again, THE WAY BUS RIDERS ARE COUNTED IS NOT ACCURATE. Metro has tried several times before this to get rid of #26 bus route. Each time it has not done so. I ride this route often enough from downtown in a packed bus. There are usually at least 10 people on the #26 bus north of 50th NE. Either there is no way to record transfers or drivers do not do so.</p> <p>Good transit as a way of relieving traffic congestion is not being well publicized. Many citizens take transit for granted.</p> <p>Good transit, well planned and frequent, is vital to keeping Seattle a fine city. this also does not receive publicity.</p> <p>I cannot attend the meetings, so i have e-mailed over and over. No, i do not feel riders are being heard.</p>

<p>Metro is meeting the needs of Seattle, but cutting routes to Shoreline that don't require a Park and Ride. So the only routes from Shoreline to downtown Seattle require me to purchase a car so I can drive to the Park and Ride. If I have to purchase a vehicle, I will drive to Edmonds and take and the train.</p>
<p>Once again - it's about money, not service, not reducing traffic, not helping the environment</p>
<p>question 45 - I hope so.</p>
<p>Start writing an initiative to put on the ballot. Stop writing threats and start offering solutions.</p>
<p>I love you guys!</p>
<p>Metro keeps getting better and better from a service standpoint and a communications standpoint. It would really be a sad and sorry change if the Legislature doesn't wake up and support transit in our cities.</p>
<p>Please do not cut route 161. It is my main source of transit to start my day and sets the pace for my whole trip and it's bad enough as it is with crowding and traffic.</p>
<p>In my community (Beacon Hill) there are many nonEnglish speakers and many of them are regular Metro riders who don't have other options. So I hope your outreach takes that into account.</p>
<p>Having this forum to provide feedback is awesome. Due to current responsibilities, I would not be able to attend a public forum to express my concern and provide feedback. This is a great (low-cost!!) way to obtain feedback from your user base. Well done!!</p>
<p>Instead of cancelling service, figure out what faire would make it feasible and increase it to that point. even \$5 each way is cheaper than gas/the time I save</p>
<p>As I said, while I understand math and the need to make budgets, it just stuns me that a route that only gets more and more packed every day and is more and more unpleasant to ride b/c of it would be on the block to be reduced further. That just flies in the face of logic.</p>
<p>T</p>
<p>Based on previous experiences, it feels like this survey is going to go into a black hole.</p>
<p>I appreciate the level of community outreach in this process. The proposed cuts will make my life a lot more difficult if they go into effect, and honestly I'm pretty angry about the situation. However, I do believe that Metro is try to do all it can given the situation.</p>
<p>I can only ask again that you reconsider abandoning entire neighborhoods by eliminating multiple bus lines, rather than reducing the number of buses or eliminating a single bus line. I have been a passionate promoter of public transit for years, and this is the first time that I see a future where I no longer take the bus on a regular basis. Both my husband and I will become single occupancy drivers if these changes are made (to routes 66E and 67), and I'm absolutely sure we're not alone in feeling that loss. More compromise is in order, and while it's tempting just to keep the downtown routes since they generate funding, I think it's key not to totally turn away from other routes that mean everything to people who have been willing to commute to work every day for years.</p>
<p>The website wasn't bad, some of the community outreach events were problematic at best to get to (Stevenson Elementary, really?!?!), other than that, I feel regardless of what feedback I give you, it's not going to matter much at all to the final outcome.</p>
<p>I just don't know what I can do to make it so these cuts don't happen.</p>

I question whether elimination of the 30 meets some of the criteria used in the process. This is basically the only eastbound bus from University Way and NE 50th to Princeton and Sandpoint Way in the morning, and the only westbound bus along that same route in the afternoon, a distance of over two miles. There is no parallel service since the 74 is only a peak service bus and goes the opposite direction. Also, presently the 30 is the only bus that serves the work schedule of NOAA employees. In the years I have been riding the 30, it has gone from being a convenient one-bus method of getting from the Seattle Center to NOAA to just one leg in a now three-bus trip. With the proposed elimination of #30, we are considering moving to a location that will either allow me to walk to work, or stay where we are and I will probably drive.

I understand the need to cut service if funds aren't identified. But the part of #8 that's being totally eliminated strands a lot of people that use this very busy link over Capitol Hill down MLK to Mt. Baker station. Substituting with #106 at 23rd and Jackson is not an acceptable substitute.

It is difficult to understand how public transit does not have enough funds, given the ridiculous number of people that pay 3 dollars and pile onto a bus like sardines. It should be evident that public transit is a wanted commodity, that we are willing to wait in long times, risk our safety to get around, and pay high prices. I hate to imagine what would happen to traffic and pollution if people begin to opt to drive to work, instead of taking the bus. Even sounds like a more viable option for myself, and I have been riding the bus 5 days a week for 4 years.

Transit in Snoqualmie should be clearly understood and reviewed. I strongly believe that if a park and ride, or reliable regular buses were provided, that have a direct route from Snoqualmie to Seattle (without stopping in Issaquah), that it would not only clean up traffic in Snoqualmie, but would reduce riders in Issaquah. Someone should poll how many people drive from Snoqualmie to Issaquah or Eastgate to catch a faster bus. There are a lot of us, and it is unfortunate that just because the route isn't regularly used (and that is because it runs every 35 minutes and makes far too many stops along the way), would be removed instead of improved.

The recent changes to the 212, 216, 218 and 219 have been atrocious. It is far too often that I have to wait about 40 minutes for a bus, because two of them pass me too full to allow any more riders. And when I can get on a bus, there are no seats, and I am desperately trying to find something to hold on to. And that is assuming they show up on time, or at all.

It would be really great if Seattle could put emphasis on providing great public transit. We are clearly in a city that is forward thinking, and we have citizens that are clearly interested in public transportation.

I understand where Metro is coming from with these changes. I just wish the state legislature would come to an agreement. Less transit = more cars = more congestion = more pollution = worse city!

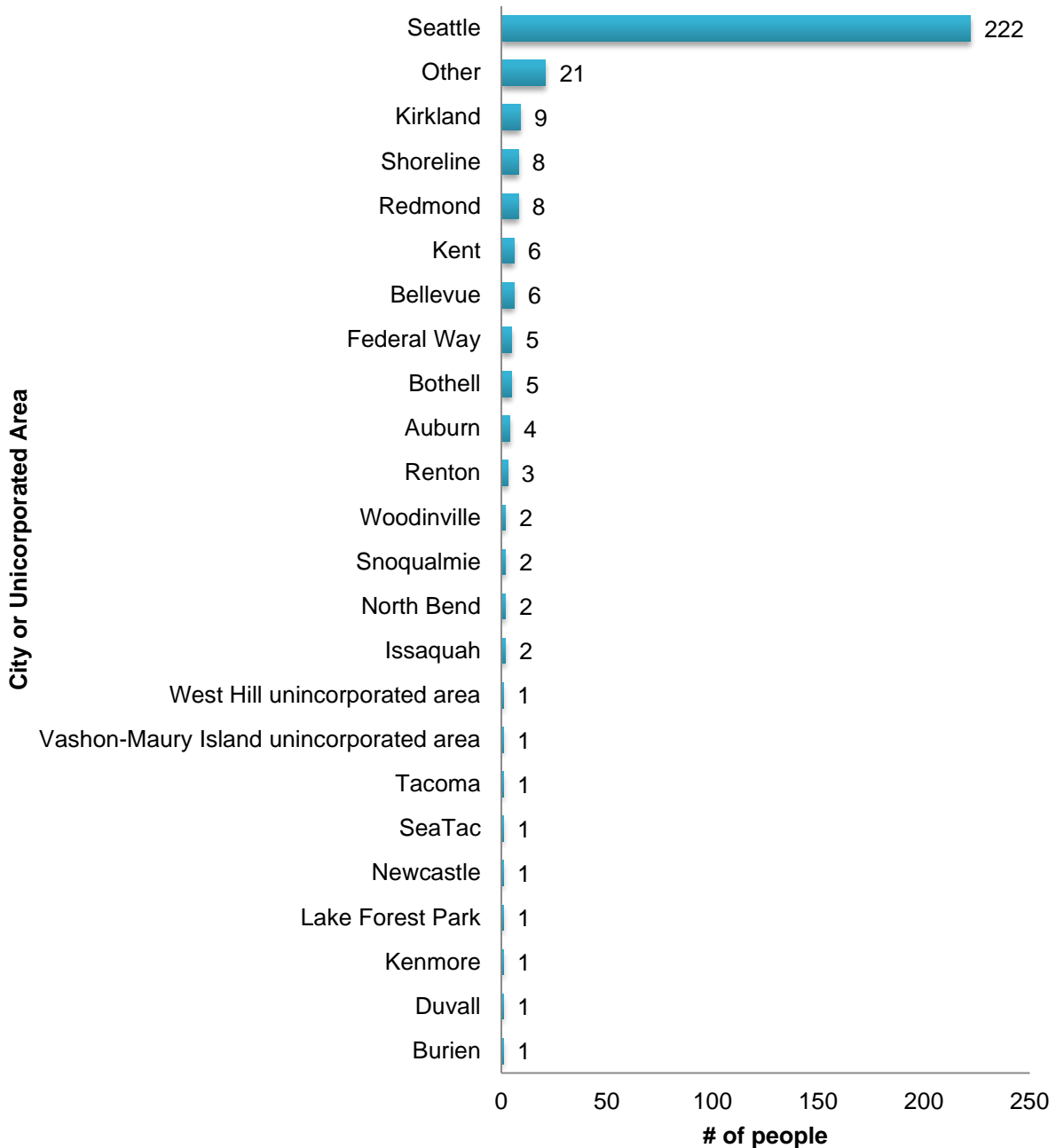
Service Reduction Questionnaire

Incomplete Surveys

284 survey respondents did select to complete the long or short survey and only answered the first six questions.

1. In what city or unincorporated area do you live?

Total Respondents: 283



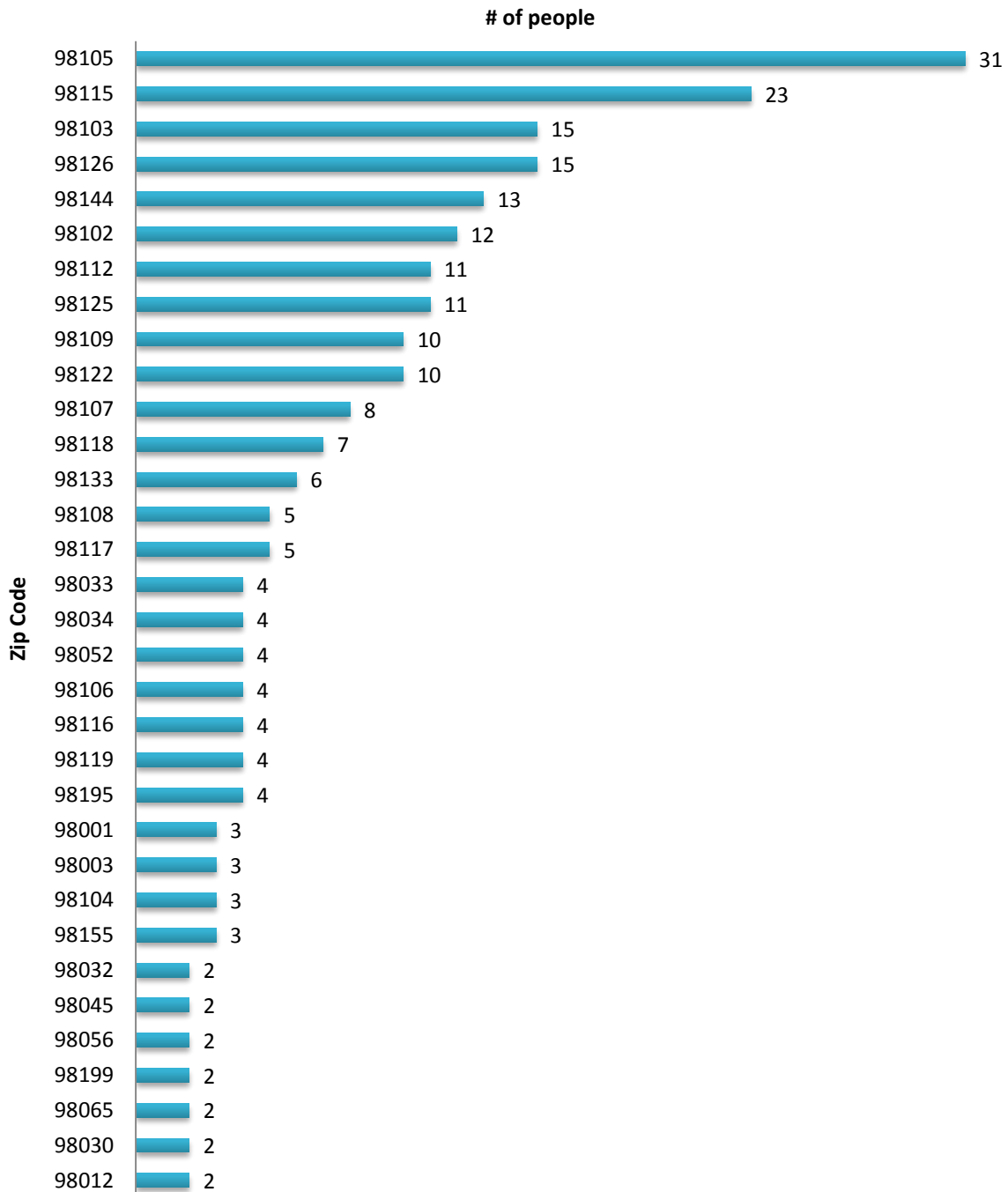
Other: See following page for write-in responses for those who selected Other.

1. In what city or unincorporated area do you live?

Other: Alki, Ballard, Crossroads, Edmonds, Lake City Way, Lake Stevens/Everett, Lakeland, Magnolia, Mountlake Terrace, Port Orchard, South Seattle, U-District (2), unincorporated snohomish county, University District, West Seattle, Alki, White Center

2. What is your zip code?

Total Respondents: 268

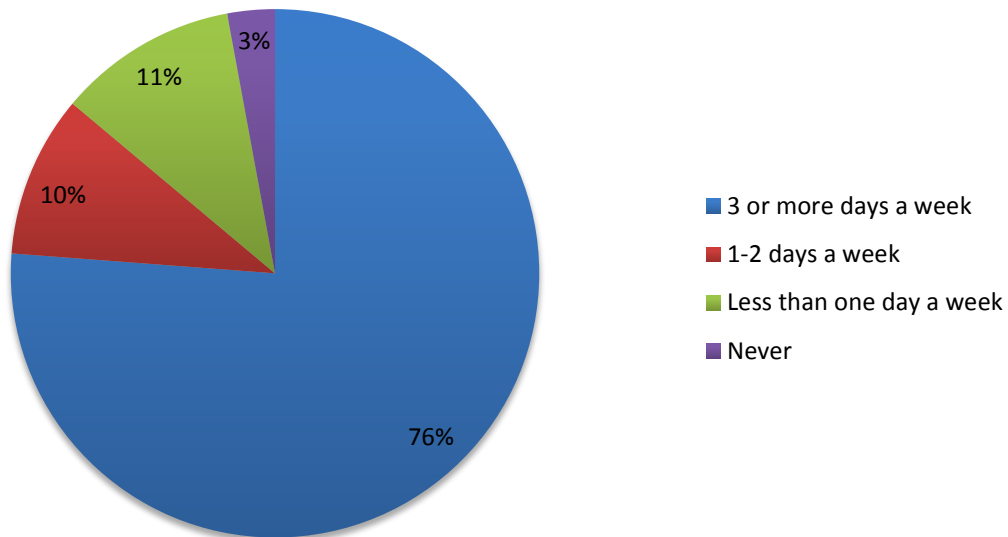


See next page for zip codes selected 1 time by respondents.

Zip Codes selected 1 time by respondents: 98002, 98004, 98005, 98007, 98011, 98018, 98021, 98023, 98026, 98027, 98028, 98029, 98031, 98043, 98058, 98059, 98070, 98072, 98092, 98101, 98121, 98136, 98146, 98177, 98178, 98258, 98296, 98367, 98406, 98195-0043

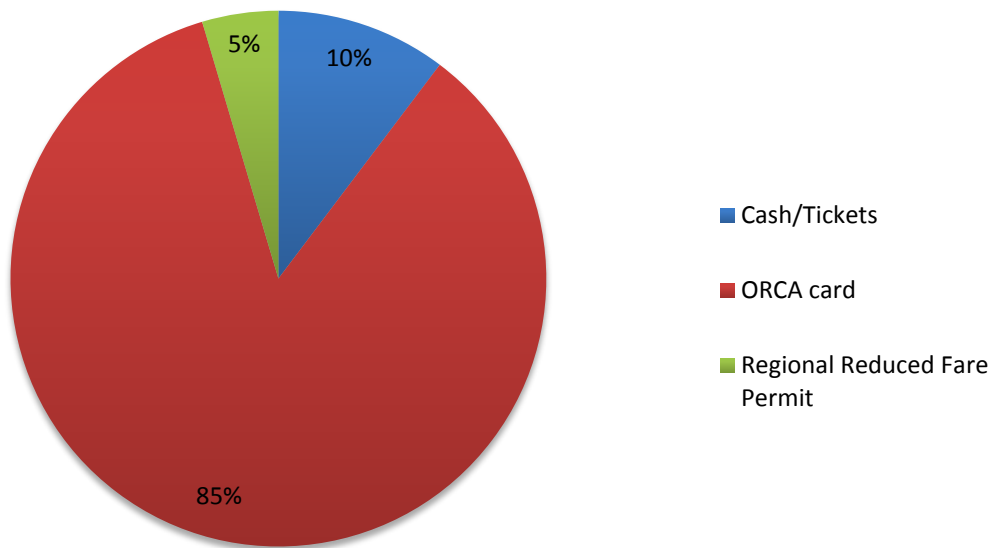
3. How often do you ride a Metro bus?

Total Respondents: 273



4. How do you pay your bus fare on Metro?

Total Respondents: 263



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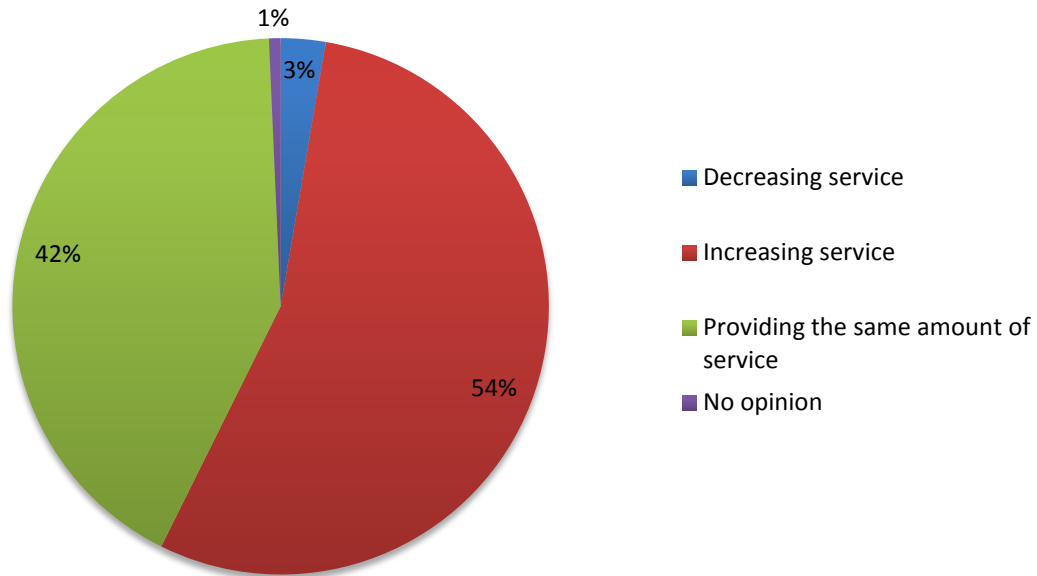
following page)

4. How do you pay your bus fare on Metro? If you use a Regional Reduced Fare Permit, do you pay with cash or pre-paid/e-purse?

Husky Card, ORCA, Pre-paid (3), pre-paid monthly pass, pre-paid/e-purse, U-pass (5), Upass, pre-paid, UW Husky Card account, UW UPASS, WA (7), WA – Washington, Washington (4)

5. What do you think Metro should be doing with service on a countywide basis?

Total Respondents: 150



6. Do you have any feedback you'd like us to share directly with elected officials about funding for Metro transit?

Total Respondents: 39

<p>At a time when Seattle is growing and becoming ever more dense and not friendly to the accompanying increase in vehicles, and at a time when for the environment we need to be reducing the number of cars, especially in the central part of the Seattle area, it is foolish and backwards to not make metro a high priority for the area. We are choking on cars and exhaust and you cut buses. It is shocking. This really affects low wage workers who do not have or can not afford to drive to work. Please invest in this city and fund metro.</p>
<p>Please do not cut/decrease service route 271! I am a commuting student at UW Seattle that relies on that route to take me to and from school every week day.</p>
<p>I would like to take the bus to work. However, due to cut back services in 2011, some of my family have a hard time utilizing the bus services due to limited schedule and bus route. We end up using car as a transportation instead of public transportation.</p>
<p>I don't think any buses should be cut!!</p>
<p>Get better data collection for routes and make cuts where public transportation isn't being utilized. I ride the bus to and from work every day and one of them happens to be a bus that's being cut (the 47). This bus is packed in the morning and can be pretty busy in the evening. Where are you getting your numbers? If you are just looking at what makes you money, you are thinking about public transportation the wrong way.</p>

<p>I depend on the bus for my transportation. I do not own a car. My daily commute will be complicated considerably if service cuts are made. My primary busses are already over crowded (often standing room only at the first stop!), and the proposed reductions would make a severe impact on my daily commute. Reductions to service also impact my volunteer and social life by making many evening events more difficult to attend because of fewer busses home later at night. Our legislators need to be increasing public transportation rather than reducing it, increasing traffic on already crowded roads and making bus transportation much less convenient, and thereby less used.</p>
<p>Increase service and do not cut. Also try to reduce the delay time of the buses.</p>
<p>The 800's that go to the UW should be kept because there's tons of people that need to take that bus. Otherwise, people have to take 2 separate buses, which is a hassle.</p>
<p>Why do you want to cut metro? What's wrong with it the way it is? Oh, so you have no money? Thats stupid. Seattle got money. What yall doing what yall money. As customers, we pay the right amount when we hop on the bus and now yall wanna cut it? Get yall priorities right. How will I get to school? It is because of the light rail huh?</p>
<p>I used to take the bus every day to and from work. Because of the earlier service cuts, I</p>
<p>Less "RapidRide" more commitment to peak/express service.</p>
<p>Do anything possible (and legal and moral :) to maintain and increase funding for transit. It's a public good that affects everyone, regardless of if people are actually riding transit themselves.</p>
<p>Everyone in my family uses Metro to get to their destination. With the current proposed cuts, the services are no longer</p>
<p>I think people that need to use the bus system would pay more. With the cuts you are proposing the two direct semi easy transfer routes for me to access would be lost. The 150 that use to be direct EU to Auburn is no more and that its la huge loss to the South end.</p>
<p>My routes are always full. Do not cut 306. Its full all the time I n a peak time</p>
<p>I would consider it excellent public policy to increase the subsidization of metro bus service and support any plan that makes taking the bus easier and more efficient.</p>
<p>Why would you cut routes. So many people use this service and rely on it to get to and from work, the implications that the budget cut will have on peoples lives is immense and you do not even seem to care.</p>
<p>Cutting back vital transportation services is like shooting you and everyone else in the foot. It will make life more difficult for the lower and middle income wage earners plus it will put tens of thousands of more cars on the already congested roads. The Puget Sound area will be less attractive to investors that are interested in locating here resulting in a loss of potential jobs and a more solid tax base due to the added congestion on the roads. The city won't be attractive even to the 1% due to the resulting added traffic. It's in everyone's best interest to pass a transportation plan.</p>
<p>Metro service is vital in an economy that has been defined over the last 50 years with income inequality. We need it to get to work, free up the space caused by traffic, and save the environment</p>
<p>Improve safety from crime at bus stops. Provide more shelters from the rain. Do not raise the bus fares for low-income and disabled people.</p>
<p>With gas prices and congestion, Metro should be marketing ways to increase ridership and cutting expenses internally.</p>
<p>I have not heard about alternatives to the bus cuts - will there be a ballot measure to add funding for Metro? I know that these cuts will negatively impact my family and increase the traffic congestion in King County. I would gladly vote yes on more funding for Metro!</p>

<p>You can't expect people to drive less and then cut the public transportation. It just doesn't make sense.</p>
<p>Funding for Metro transit should be increased, to lessen the environmental impact of daily car commuting.</p>
<p>Please don't cut it anymore. I need this to get around. :[</p>
<p>Public Transportation is a basic service that should be fully funded and subsidized by government. A better service (tripled or at least doubled frequency, more routes AND cheaper fares) will convince more people to use the service and keep more cars OFF the roads, alleviate congestion and pollution and save money in freeway/road maintenance and new construction (new lanes, etc.) If government is serious about a sustainable future it will look for ways to INCREASE service.</p>
<p>Depending on time of day, maybe decrease some routes-see how popular they are</p>
<p>In our area, it is difficult to schedule around the few opportunities we have to ride the bus. I don't ride as often as others, but I do use the bus and need it when I need it. Otherwise, there would only be taxis and that is way to expensive for anyone.</p>
<p>Please keep running the #12 on 19th Ave. East between E. Madison and E. Galer. Eliminating this part of the route signifcantly impacts my ability to commute to and from work by bus and will negatively impact the students at the school where I teach, many of which have no alternate form of transportation.</p>
<p>Please continue route 12... many of my students rely on this service to get to school.</p>
<p>Please do NOT cut the bus #12 route between E Madison and E Galer!!!</p>
<p>Yes tell the city to stop making bus only lanes and messing up the rest of the commute</p>
<p>Provide service during peak commute hours. Run regular shuttles from smaller rural areas on a more frequent basis to main Park & Rides. Spend time in those areas with commuters. Many probably don't use bus service because the schedules or routes don't work. Ask them your customers what would work. If you look at an area and ridership is down or almost non existent, find out why. If you are taking tax money from those areas and not providing adequate service for those dollars then the smaller cities are merely subsidizing the larger cities. When I ride the bus, I end up having to drive to Issaquah or Bellevue to a Park and Ride or the</p>
<p>I think it would help to check if more people would use buses out here if there were more of them. If it were easier and faster to get to Redmond from Duvall by bus I would use it but I usually don't have time to go by the schedule. Not sure what others think.</p>
<p>Metro should be funded by a property tax for everyone in King County. It should never rely on taxing cars to fund transit.</p>
<p>please ensure that those who rely on metro are able to continue to have access as they need.</p>
<p>Lower-income people with no cars rely on the bus to get to work.</p>
<p>If it weren't for the King County Metro service I would have to walk or possibly ride a bike from Wallingford to Lower Queen Anne and back just to get to work and back home. Just this morning I had to wait to get on a third bus at my bus stop that wasn't too full of passengers to get to work, and this is happening more often than not. We need more service!</p>
<p>We need a stable and reilable source to ensure that everyone can get around. I have no car, I enjoy not owning a car. If these cuts go into effect I WILL NEED to purchase a car.</p>