

## Appendix B

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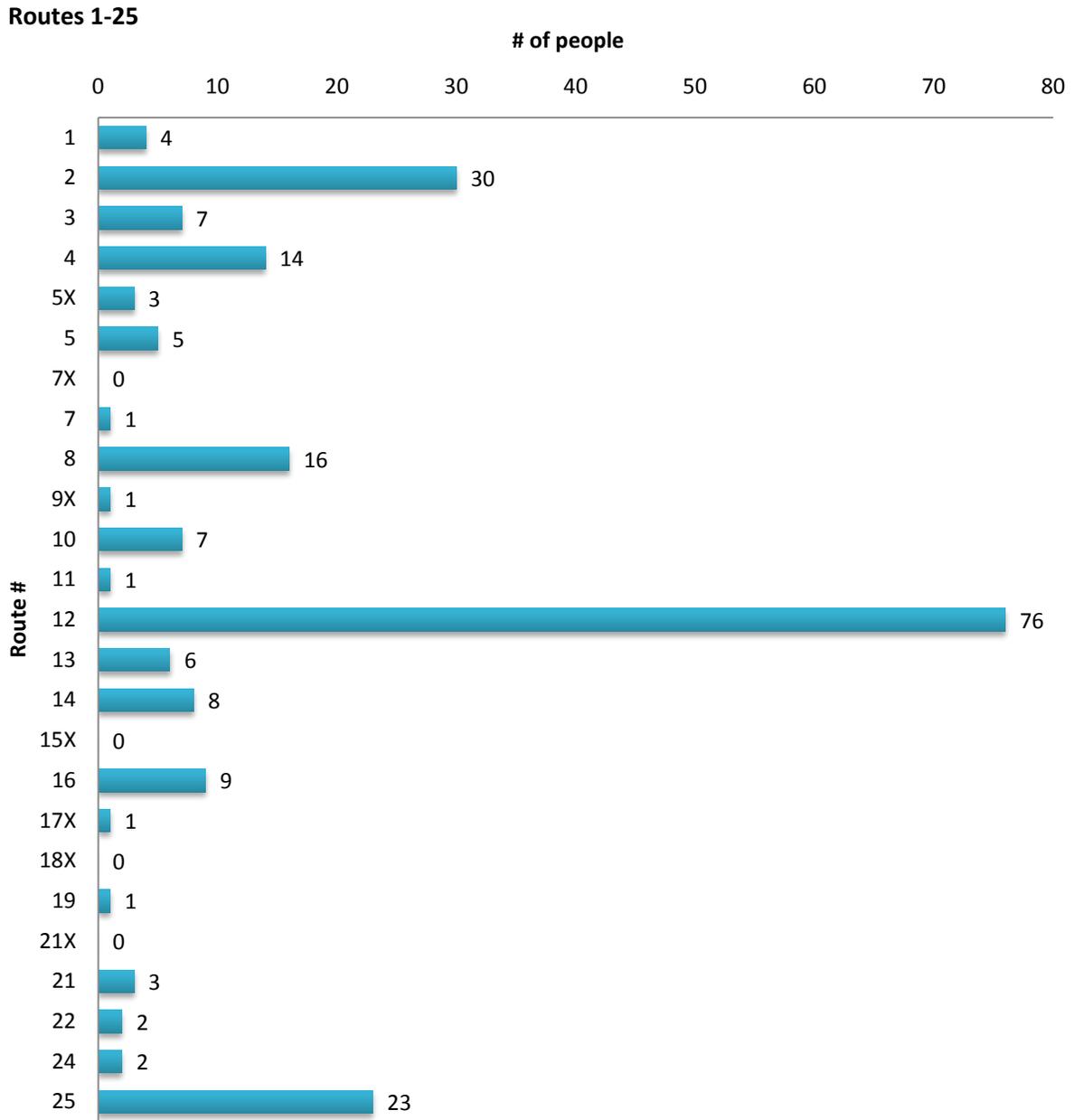
### **Direct Feedback – Emails**

During the public comment period from Nov. 7<sup>th</sup>, 2013 to Feb. 7<sup>th</sup>, 2014 **588** total emails regarding proposed service reductions were received.

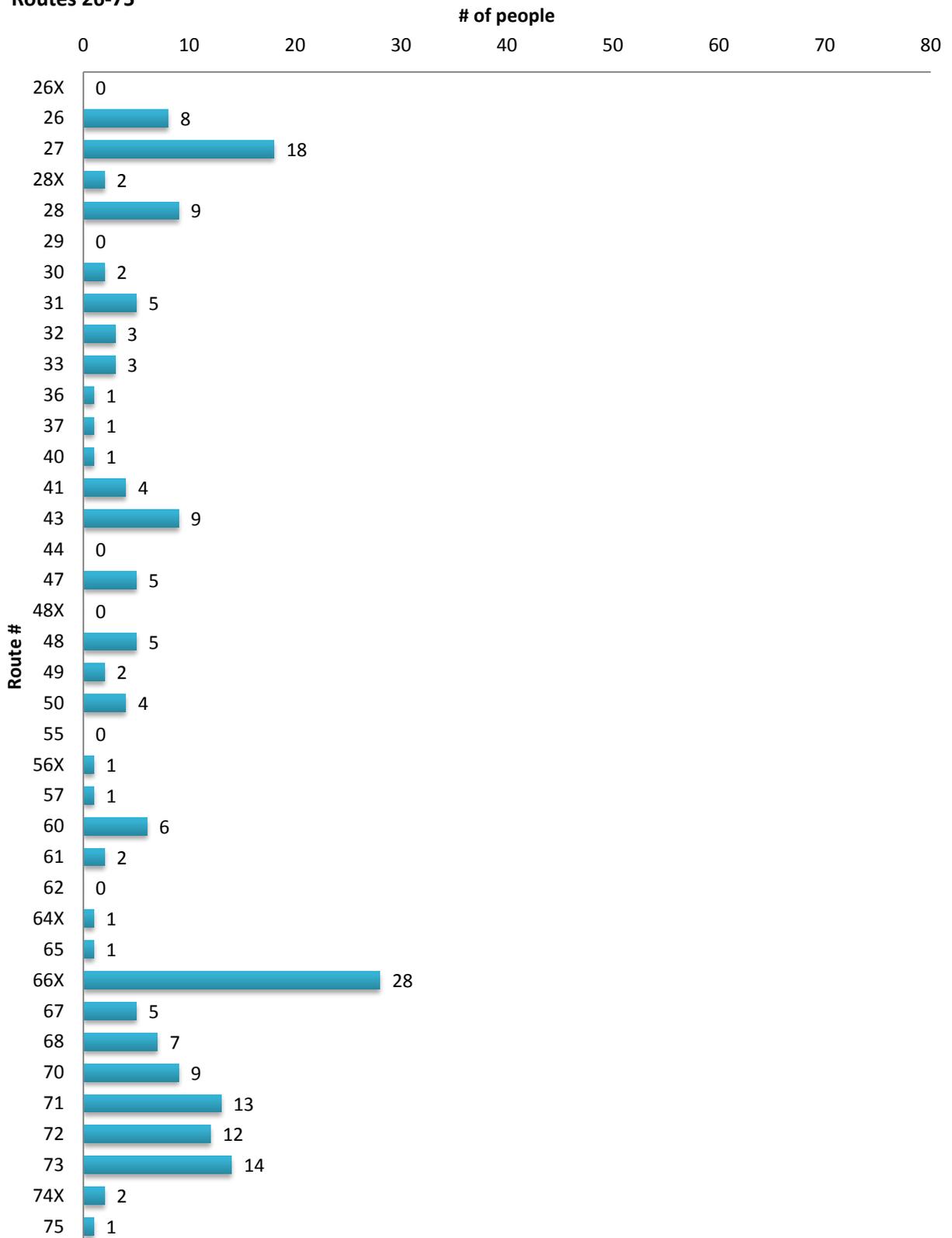
### **Comments were provided from a group of people or organization:**

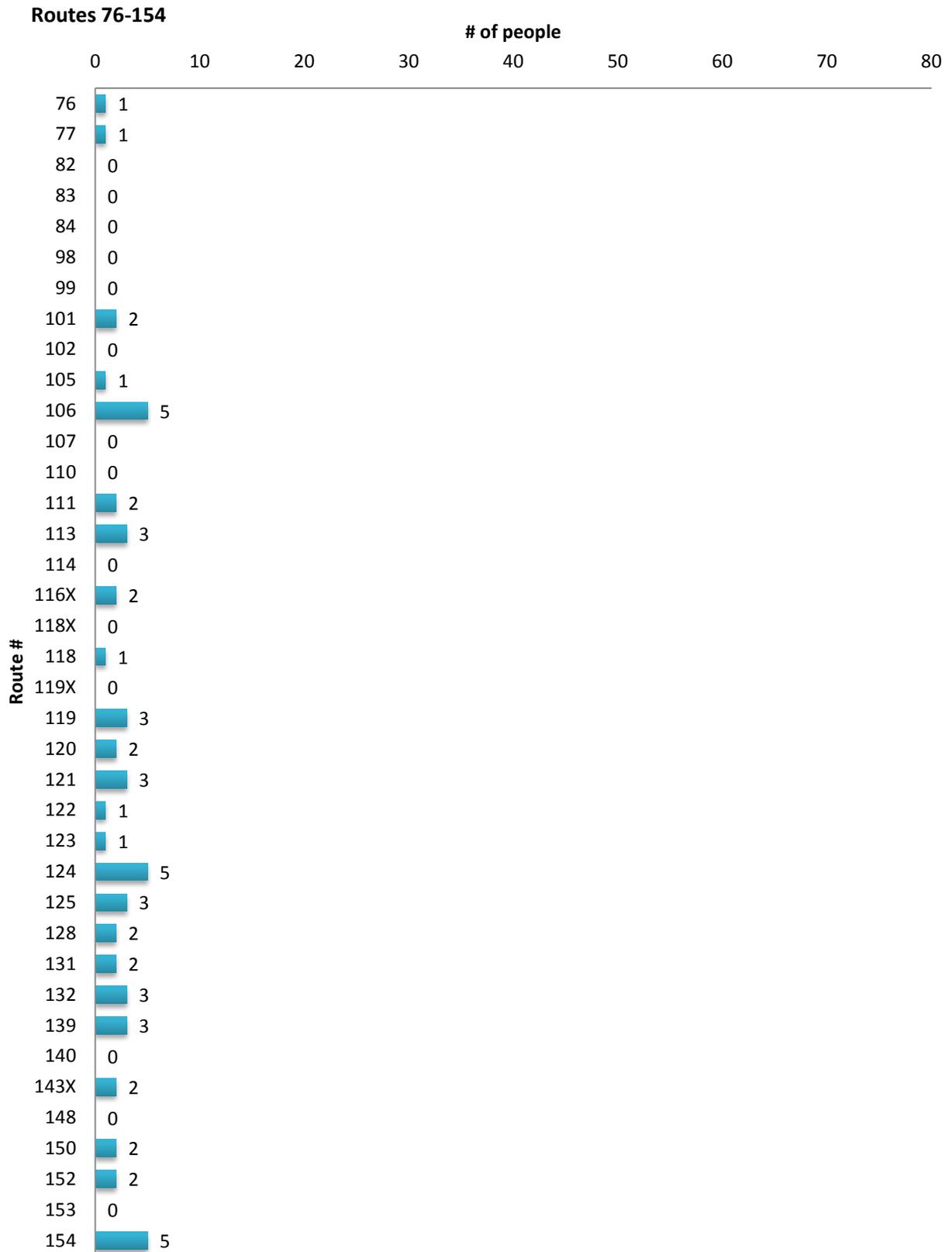
City of Snoqualmie, Madrona Community Council, Wedgwood Community Council, Central Area Neighborhoods District Council (CANDC), Sightline Institute, Wedgwood Community Council

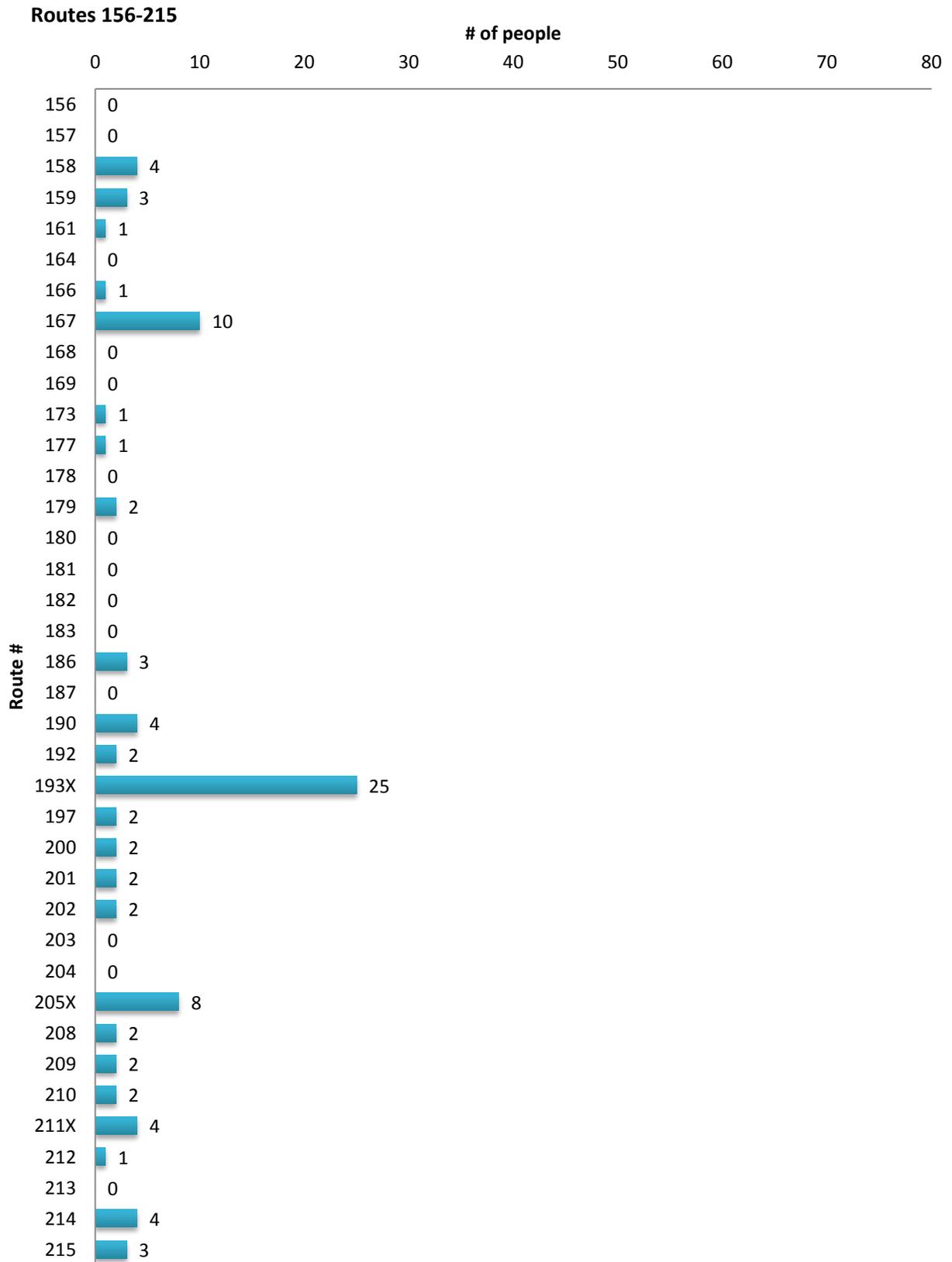
**Comments were related to the following routes:**

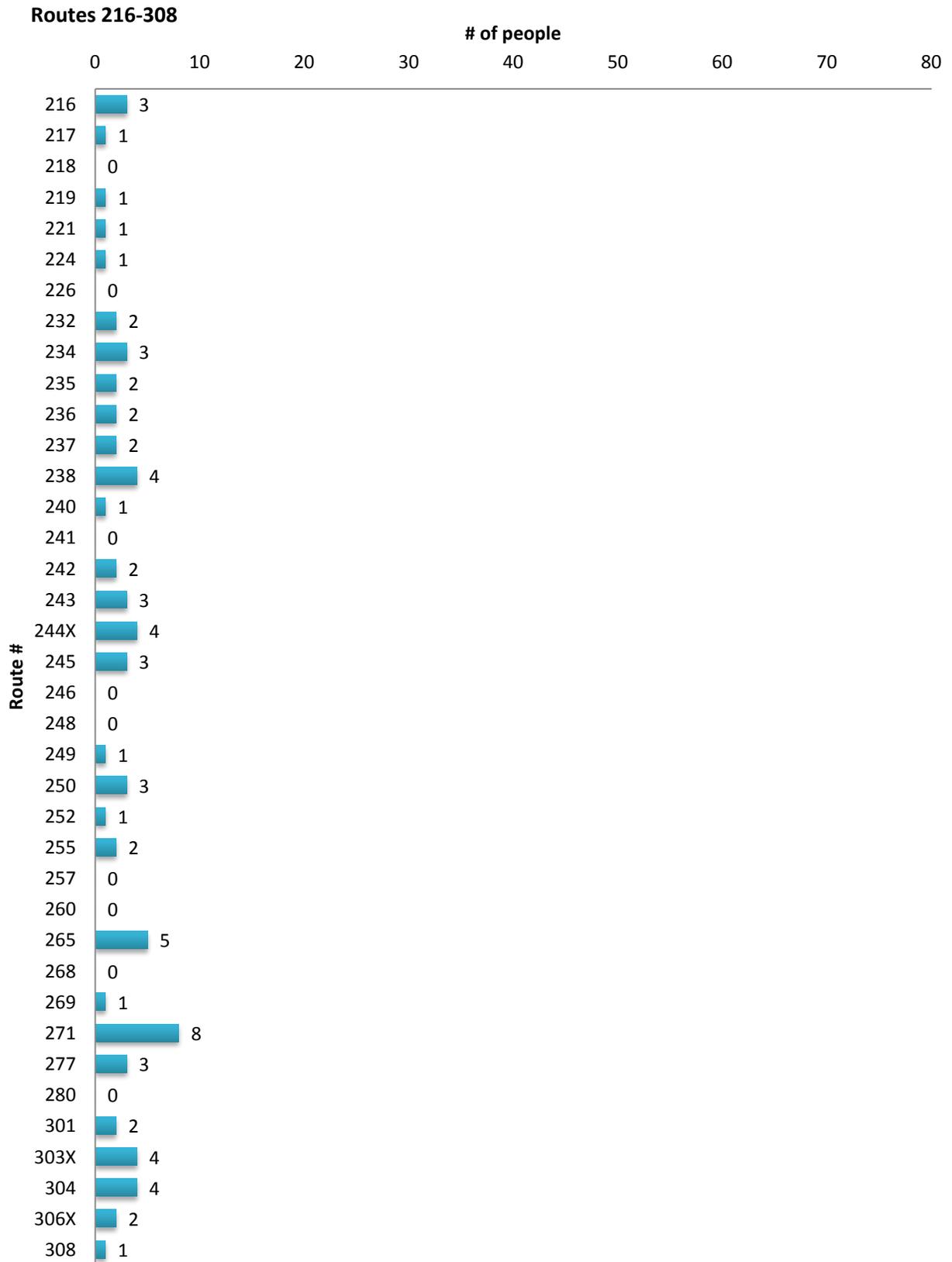


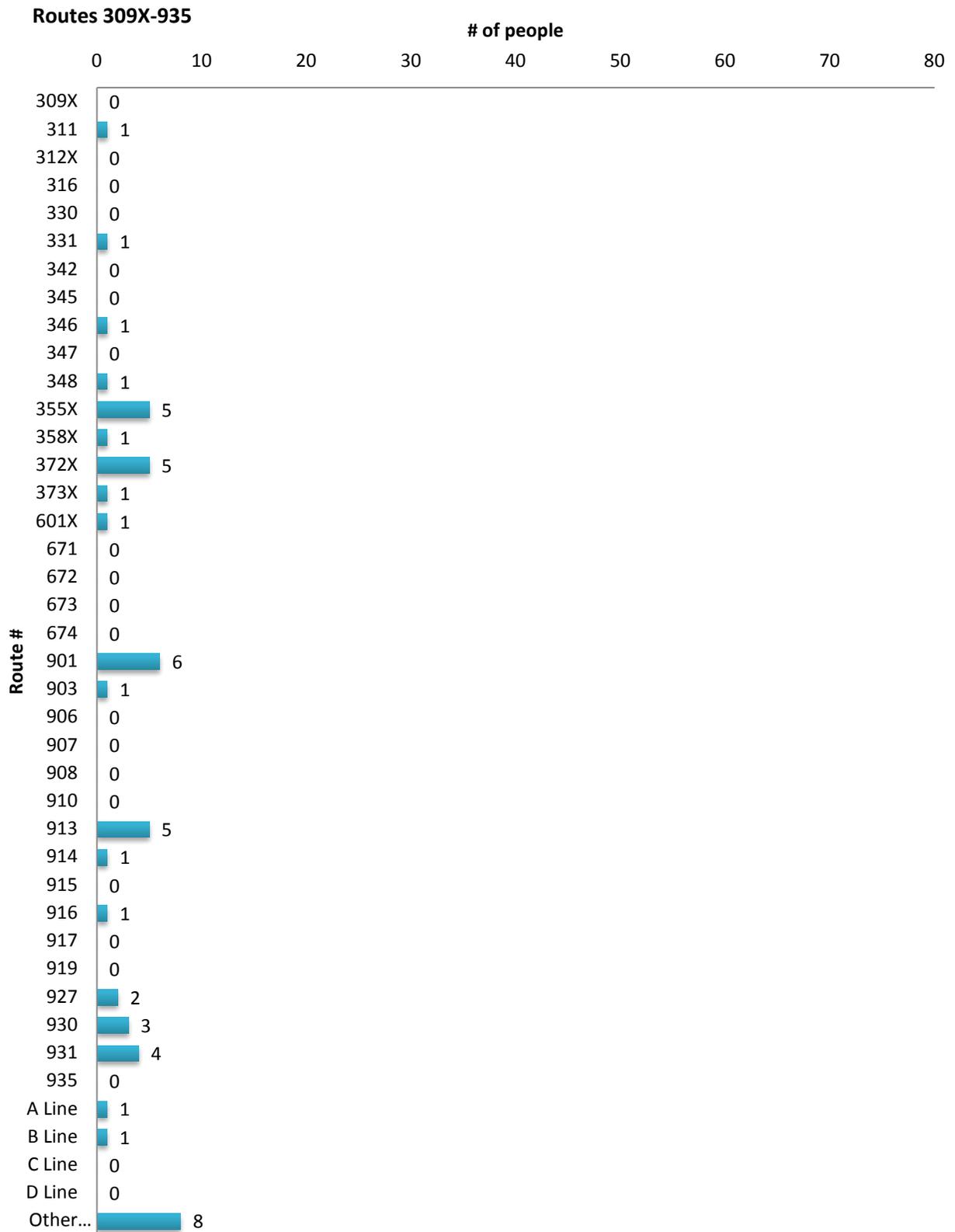
**Routes 26-75**











**Comments:**

<p>Hi Metro and Larry,</p> <p>Yesterday was a great and bad day for Seattle and metro riders.</p> <p>It was bad for my wife who had to miss a day of work because all the metro buses drove past her at the Greenlake Park and Ride. They were full and the drivers didn't stop. After waiting 2 hours in the freezing cold she just gave up, frozen to the bone.</p> <p>So with bus service like this, why would we vote for additional taxes for Metro?</p>
<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.</p> <p>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.</p> <p>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>I would suggest that not having the 271 run through Bellevue College campus if service is reduced is not a productive change. Having that direct campus to campus connection between Bellevue College and the UW I believe is important to keep, for students who wish to travel from one campus to the other. Also, the parking garage on campus allows some riders of the 271 and other bus routes on Bellevue's campus (221, 225, 245) the option to drive and park in general public spaces there and catch the bus, especially as the Eastgate park and ride continues to fill up more and more over the next couple years (assuming service isn't too drastically cut!). The campus stop is also very dynamic and user-friendly to bus commuters who may want to spend some time on Bellevue campus before or after their trip.</p> <p>Doug Mathews</p>

You know this is Bill Kelly again, and I called about not the reduction service, but about the elimination of service on the part of the 4 and the 27 that serves my neighborhood at 23rd Ave. S. and Jackson S. Jackson. The 4 and the 27. You know another proposed change, basically eliminate service of the #8 to this area. The #8 will continue to serve Queen Anne and the more privileged neighborhoods, but be completely eliminated coming this far into the Central District. Again, you know I think that is a major blow to my neighborhood, a major blow, that I think is inequitable! I think you need to start taking a look at how...and you say that everyone feels like their neighborhood is being impacted. There are two buses that go into Madrona, the #2 and the #3. They are only up for changes and they will not be impacting commuter hours. You are sorely impacting commuter hours eliminating service of the #8 to this neighborhood. And I think people ought to know why and who is pulling the strings and making these unfair decisions. My number is 206-407-9006. Why are you completely disallowing the bus service to my neighborhood!

In Fall 2014, Metro will cut 17% of bus service unless voters pass the County Executive's recently announced funding proposal. The 17% cut includes the elimination of the Route 4 serving Judkins Park. While I don't favor cutting bus service, I feel that eliminating the Route 3 to Madrona instead of the 4 is a more equitable option since Madrona is also served by the Route 2. Currently Madrona is served by two buses with east-west connections to the Downtown core (#2 and #3), and these connections would remain intact after the 17% service cuts.

If the Route 4 is eliminated, Metro is proposing alternate bus service from our neighborhood to Downtown via a revised Route 106 coming from Renton and ending in Pioneer Square. I have great concerns about reliability of service from a bus originating as far away as Renton. Additionally, the termination point for the Route 106 is Pioneer Square, requiring a transfer to most Downtown locations. Metro also proposes the Route 48 and transferring to an east-west connection, the #2 or #3 for example, as an alternate route for our area.

Very few people are going to Pioneer Square. A Pioneer Square terminus is a recipe to kill a bus line.

Sincerely,  
Margaret McCauley  
Judkins Park neighbor

We are writing in support of discontinuing Route 25. We have lived across the street from the bus turn-around on NE 45th St (SE corner of Seattle Children's Hospital at 47th Ave NE) for 14 years. We get a very close look at the Route 25 bus several times per day, and it is typically empty. From what we observe, this route does not make sense and is unlikely making money. We all live in an economic climate of ending what is not working and focusing on what is working. In addition, the Route 25 is not a very good neighbor to us. Frequently, the drivers have trouble making the turn-a-round and need to back up. This causes the backup alarm on the bus to sound. On occasion, the driver will also honk the horn. Sometimes, the driver puts the front of the bus at the entrance to our drive way (about 30 feet from our bedroom window) and honks, even at 06:07 AM. We constantly hear the "crunch" of tires snapping off of the curbing because the bus is really too big to fit the turn around. We would estimate that about one-quarter of the drivers are able to make the turn correctly. Finally, the Route 25 does not serve us. This bus takes 49-68 minutes to get into downtown. On a good traffic day we can drive a car to 3rd Ave and Union St, downtown (the same spot the 25 would take us) in 11 minutes. In heavy traffic, it takes 25 minutes to drive a car. In fact the few times we have taken Metro downtown, we walk 4 blocks and catch the Route 31/32 and transfer, which takes about 36 minutes to get to 3rd Ave and Union St. Help Metro become more efficient and drop Route 25. Thank you for considering our input. Keith Roraback Jennifer Sorenson 4327 NE 45th St Seattle, WA 98105

Dear Senators, Representatives, and Council Members, We are writing to let you and key members of the House and Senate in Olympia to express our support for legislation that would give the County authorization to ask the voters to approve a local option tax to provide funds to preserve and expand Metro Transit service. Funding to support the increased ridership demands in King County is essential to the preservation of our quality of life and for the reduction in traffic congestion so important to our business community. We live on First Hill in Seattle where, as you know, three of the region's major hospitals are located. A large percentage of their combined employment of several thousand use Metro Transit to get to and from work. Lately, this service has been less reliable because busses are loaded and often bypass waiting passengers. We need more frequent service not less as would be the case if additional funding is not provided. Combined with patient travel, one of the hospitals estimates that nearly 1,900 hospital bound people would use transit if it was available. If forced to drive their own vehicles, the resulting traffic snarl on the streets on streets leading to First Hill would be even more untenable than it is now. Also of note is that parking is getting very difficult to find and as you are aware, there are several new apartment buildings are under construction here on First Hill. Many more are being permitted. Because of this building boom the existing traffic problems on our hill will get intolerably worse if more transit service is not added. Emergency access to our hospitals will be threatened due to the gridlock we can expect. To that end, our friends and we will definitely vote for a local option MVET if authorized by Olympia. If the legislature fails to act in a timely manner, we will support the creation of a Transportation Benefit District and the use of vehicle licensing fees for its funding. We, offer too, testimony by members of the First Hill community at committee meetings in Olympia or before the King County Council if you believe that would be helpful. Sincerely, Virginia and Bill Revere 725 9th Avenue Seattle, WA 98104 Bill Revere Chairman The Revere Group

Page 1 of 13  
Pamela Thomas  
Renton, WA 98057  
January 15, 2014  
Subject: Keep South King County Metro bus runs 167, 197 and 271 for economic, traffic and safety reasons. Keep South King County Metro (KCM) 167, 197 and 271 bus run to relieve economic impact for riders, decrease traffic congestion at peak commuter hours on routes that are noted as the being the most congested in the State and to maintain lower levels of safety risk factors. Economic Reasons: KCM buses 167, 197 and 271 are over eighty percent pre-paid ridership fares. Fares on all runs are guaranteed in advance by means of automatic payroll deduction due to who the runs serve. If a rider chooses to drive for personal reasons on any given day, such as a dental appointment, the fare is still paid even though they are not riding the bus that day. I've only seen one to two cash upon entry riders daily on the KCM 167 from Bronson and Park in Renton to the University of Washington and they pay the full fare. I've never seen a "no-pay" rider on the KCM 167. KCM 167, 197 and 271 riders generate additional revenue by paying gas tax and auto license tabs, too, for single vehicle driving outside of normal working hours. The Voters Pamphlet with the last transportation initiative a few years back noted a portion of our gas tax we riders pay was supposed to be for improving bus service, too. Population has increased 1% in the last year, .07% the year before, which means more tax revenue. Where did this go? Web link here:  
<http://www.psrc.org/assets/2782/trend-d3.pdf>  
Personal Statement: Currently I pay \$44.50 monthly for a U-Pass bus pass. If I drove to work five days per week, that would cost me approximately \$370.00 per month, the difference being \$325.50. That's \$3,906.00 per year more just to get to work! Car pooling and Ride-Share are very expensive alternatives and are unreliable. KCM #271 is not a future alternative as that is slated to be cut after the 167. I cannot telecommute or work with flex hours due to the type of work. I can't be late or I will lose my job. I need the \$325.50 monthly difference to pay my water/sewer/garbage and gas heat/electric bill. I get paid a good wage and still my take-home net income is low enough to qualify for City of Renton low income energy savings home improvement assistance. I cannot afford the added costs of driving my single occupancy vehicle or ride-share/carpooling, paying daily for parking at a park & ride and work-site parking. Any monthly savings I can scrape up goes in my fund to pay for dental, vet, medical, license tabs and taxes. I do not have extra disposable income. Figures for me to drive: \$5.00 x 20 days per month = \$100- Renton Transit Center, Central Parking Garage (free parking is taken by other commuters) \$6.00 x 20 days per month = \$120- E-1 parking lot, University of Washington (lowest cost lot, adds 20 minute walk) \$37.50 x 4 weeks = \$150- average gasoline per week in an average economical car, Saturn. Note gas is not calculated by point-to-point mileage; it is calculated by actual cost in the stop-and-go and idling traffic from experience when I had to drive four years ago. Gas has gone up since.  
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Question: Can you clarify for me how cutting the KCM 167 will balance the State transportation budget? This insignificant amount of pan scrapings can't even add spit in the bucket. It's not our fault the SR-520 contractor built the bilges wrong and they flooded. It's not our fault Bertha got stuck and the new SR-99 is late and over budget. All we needed to do was maintain a bridge and structures in place rather than making other projects we can't afford. Build smart before building bigger  
Question: Who decided Sound Transit needed luxury class Coach buses with reading lights, cushy seats, overhead luggage storage and personal heater switches? This is public transportation, people. Could we streamline expenses better? Sound Transit is subsidized by State. Problem: raising gas tax up to .10c per gallon won't solve the problem of over spending and lack of balancing the State Transportation Budget. It will increase hardship to our economic region by adding costs to food-crop harvest equipment, small dairy and poultry farm feed and equipment, trucking and distribution operations, critical emergency vehicle operation, school buses and utility maintenance vehicle fleets, road construction vehicles and equipment and more. This puts business out of business.  
Question: Why are we paying for dedicated bicycle lanes with transportation monies in a way that leaves the good green bicyclist free and clear of paying their generous share of tax for their dedicated lanes?  
Traffic: Two hundred one riders, three morning commute runs, will become two hundred one individual commuters added onto the most congested travel routes in Washington State, SR-520 and I-405 and I-5 during peak commute hours if the KCM 167 is cut. Please refer to the attachment "A" printout of the live WSDOT camera data taken on a normal weekday at 9:08 a.m., well after the major commuting hours of 7:30 – 8:30. It's still extremely congested. The bus is allowed to use the HOV lane, single commuters are not. Elimination of such bus runs would add a definite two hundred one people into the traffic jams, accidents and pile-ups in regular lanes that take longer. Regular lanes are often at a stand-still. Cutting the KCM 167 juxtaposes the purpose of the transportation initiatives- to generate

revenue in order to alleviate the I-405, I-5 and SR-520 corridor congestion. Such a bus cut would increase traffic congestion to this commute route in crisis. Safety Risk Factors: Adding single vehicles to the road increases risk factors for automobile accidents. This not only increases safety risk factors for the riders who would have to drive, but the people we serve. Most all of the riders are University of Washington employees or students who provide public service from dental and medical check ups and appointments to cancer treatments and emergency care. We serve the public and keep them healthy. A healthy population abates viral and disease epidemics as well as keeps State medical costs lower by providing treatment as early as possible. The bus gets us to work safely, less stressed to stay focus-on-task and on time for people with appointments for procedures who rely on us. Personal Statement: I work as office staff and need to be on time to assist office operations that provide academic support and patient inquiries. We serve the public. I must be on time or I could end up losing my job. The bus gets me there on time. The only other routes I can come up with excluding KCM 271 after the future cut take an hour and forty minutes one way with driving to a stop, connections and walking. That's three and one half hours a day total. Adding commute time past an hour one-way on a daily basis is not acceptable. This increases fatigue that also attributes to traffic accidents. Getting home any later is dangerous. I carry a purse, cell phone and book bag with book and umbrella. This makes me an easy target to mug or push down and steal from late at night in the dark when getting into a vehicle, standing outside waiting for a transfer or walking to the stop. Please see attachment "B", UW Police Incident Report for the last sixty days. Link here: [http://depts.washington.edu/prevreg/report/uwpd\\_dailyrecords.pdf](http://depts.washington.edu/prevreg/report/uwpd_dailyrecords.pdf) Page 3 of 13 In summary, keep the KCM 167 to decrease economic burden to riders, reduce traffic congestion on rush-hour critical commuter routes and reduce safety risks factors for riders, the local population and the other drivers on the road. Keep tax increase in perspective to help support local economy and find ways taxes are equal to all, bicyclists included. This letter is a general representation of the hundreds of riders who will be affected by such cuts to include the KCM 167 cut. We are faceless and nameless and yet still make up a large number of people who pay taxes that pay your check to keep this economic region and the State running. Please support us at least enough to get to work, decrease congestion, improve safety and maintain sensitivity with our local economic region. Signed, 167 Bus Rider who implores you for help Pamela Thomas University of Washington employee, Renton, WA resident

Hello,

I live in the Central Area of Seattle and we are facing dramatic bus cuts. I take both bus #4 and #27 on a regular basis. The #4 is the bus that I need to take to get to work. This is one of the most used routes that I have been on. Many of its riders are low income and have no alternate way to get around. The argument is made that the same route can be made with transfers, but I take the bus at 5:45am and it is very dark. The transfer locations are not on safe corners. Please reconsider this decision.

Thank you ,  
Leonora

My family is Jennifer Johnson-Fong, Jeff Fong, Adlai Fong, Effie Fong. We are a family with a 13 year old and 9 year old. Our 13 year old uses the #2 to get home to Queen Anne from Capitol Hill and he doesn't need to transfer buses. My 9 year old and I bus to her school 4 days a week on the #2. I frequently use the #2 to return home after dropping my daughter off. In the mornings on the #2 it is full of people going to work. #2 bus riders are dedicated to bussing, I see the same "regulars" every week. Thanks for keeping the #2 bus line alive, Jennifer Johnson-Fong 1954 4th Ave W Seattle, WA 98119

Dear Council Member,

I live on First Hill. Many thousands of us on First Hill -- and beyond -- rely on regular bus service.

We are hospital workers, veterans, patients, students, merchants and their employees, seniors, low-income residents, retirement community employees and their residents. We count on regular buses to get to and from where we need to go every day.

Madison is gridlocked as it is, and parking everywhere is severely limited.

We need MORE, not LESS bus service!

I have contacted members of the legislature asking them to enable us to approve a local option tax to furnish funds to maintain and expand bus service in Seattle. I will vote in favor of such a tax.

Thank you for continuing to provide the best possible public transit.

Sally Soest  
725 9th Avenue, #1407  
Seattle, WA 98104

I am writing to urge an increase of transit service especially those serving first hill in Seattle. So many institutions bring people to this area for employment, healthcare and education. I understand that finances are squeezing us to consider cutting back on these services. At the same time I urge that we seek additional revenues which in the long run be less expensive than the clutter and congestion that will be caused by reducing services. I hope that you will do all in your power to support public transportation petition in the County. Cabell Tennis 725 9th Ave 98104

Sir, As you know the bus service on Capital hill, particularly those routes that bring patients and their families to Harbor View Hospital are vital. It is hoped and expected that you will do your utmost to support the necessary tax to keep these services available. Sincerely Veronica P Emerson

Dear Mr. Constantine,

I am 72 years of age and moved to a retirement center on First Hill in Seattle to be near the hospitals, library, shopping, theaters, Trinity Church, and other facilities. I am able to walk down the hills, but I certainly can't walk up them and need the bus to get home. Our neighborhood streets are already clogged with traffic for several hours a day. We have many employees coming into this area to provide hospital and social services. Just a block away 1500 people a week come to the Cherry Street Food Bank (the busiest in the state), and these people use transit. We need more frequent service not cuts in routes and frequency.

I am planning to come to the King County Transportation Board open meeting at Union Station on Feb. 4th. I have written several letters to legislators asking for a local option MVET. If that fails, I will support Plan B creating the Transportation Benefit District. I will also work to convince as many other First Hill neighbors and also friends in other areas to vote for transit funding.

Susan VanLeuven  
725 9th Ave. apt.1503  
Seattle, WA 98104  
msuevanl@yahoo.com

Dear Mr. Constantine,

I'm writing to let you know that I have contacted key members of the House and Senate in Olympia to express my support for legislation that would give King County authorization to ask the voters to approve a local option tax to provide funds to preserve and expand Metro Transit service. Funding to support the increased ridership demands in King County is essential to the preservation of our quality of life.

I moved to Seattle over 50 years ago and consider the city, King County and the state of Washington my adopted home. I have lived in the city and lived through the years of development of the public transportation system and considered myself fortunate to live in a city with a progressive public transportation system and excellent transit service. However, in the past ten years, with the growth in population, I along with thousands of commuters have experienced overcrowded highways and traffic gridlock. Just when I felt that commuters were getting the message to seek alternative methods of transportation, including bus/transit service, Metro Transit has had to consider cutting the frequency of service in some areas and service altogether in other areas—all for the lack of funding.

I am now a resident of First Hill, where the region's major hospitals are located. Residents, patients and service providers from all walks of life and from all regions of King County and beyond, mix daily to provide an urban environment that is viable and diverse. However, its viability depends greatly on the accessibility of Metro Transit to provide transportation to work and home again for many of the service providers and residents alike. Additionally, several new apartment buildings are under construction on First Hill. This building boom will worsen the existing traffic problems in our area and impact emergency access to our hospitals without additional transit service. In order to avoid problems of traffic congestion and keep Seattle a viable, livable city, I am in support of a local option MVET if authorized by Olympia.

Sincerely,  
Hiromi Lorraine Sakata

Dear Mr. Constantine,

I'm writing to let you know that I've contacted key members of the House and Senate in Olympia asking them to support legislation the County needs to ask voters to approve a local option tax to provide funds to preserve and expand Metro Transit service. Funding to support the increased ridership demands in King County is vital to preserve our quality of life, and reduce the traffic congestion which harms our business community.

I live on First Hill in Seattle, among our three major hospitals. So many of their employees use Metro Transit to get to and from work. This service has been less reliable lately because loaded buses have to bypass waiting passengers. We need more service, not less, so additional funding is necessary. If patients and employees were forced to drive their own vehicles the traffic on streets leading to First Hill would be even worse than it is now. Not all of them have their own vehicles to drive, so loss of service would create special problems for them.

New apartment buildings under construction here on First Hill, and more being permitted, will make existing traffic problems far worse if more transit service is not added. Gridlock could threaten emergency access to the hospitals! To avoid that terrible possibility a local option MVET, if authorized by Olympia, would have the support of me and my friends. If such a measure is not passed, we will support creation of a Transportation Benefit District to use vehicle licensing fees for its funding.

Sincerely,  
Shirley Beelik

I am concerned about the possible changes to bus #12. There are many elderly people in my neighborhood. It is unreasonable to expect them to walk to/from 15th or 23, because of the hill. R. Krsak

Dear Ms. Constantine,

I live on First Hill in Seattle where, as you well know, three of the region's major hospitals and a great many of the areas physicians are located. In addition, the population density has and will continue to increase as additional high-occupancy residential structures are built. We need more frequent transit service not less as would be the case if additional funding is not provided. I strongly support legislation that would give the county authorization to ask the voters to approve a local option tax to provide funds to preserve and expand Metro transit service. Funding to support the increased ridership demands throughout King County, but especially here on First Hill, is essential. I urge you to support the passage of the legislation currently pending in Olympia.

Yours sincerely,  
Jack Sullivan

Over the years, the county has made a huge effort to get people out of their cars and onto Metro. So now you plan on cutting service to the eastside and then you are going to ask for more money? Billions have been spent yet there is little accounting about how the money has been spent. My vote will be NO until there is an accounting about how all those billions were spent. The public has a right to know!  
Barb Kenney  
Bellevue, WA

<p>Please do take a look at the reroutes or the routes you are think on cutting off. Only because the people that work at the University of Washington are in big demands on taking the bus to work. You think you are short of money now what do you think it would like after that.</p> <p>Mr. &amp; Mrs. Caro</p>
<p>If you delete the 200 then a lot of people can not go to Fred Myers or to the downtown Issaquah. I have a handicap sister that needs the the bus to get to here perents house so if you delete the 200 the a lte of people have to walk place in the rain and the 209/208/ 554 don't go down to north Issaquahso we need the 200 and the teens ride after school.</p> <p>thanks Sandie</p>
<p>Hello, I am concerned that the proposed changes to the bus routes 2, 8, 12 and 27 will greatly effect the mobility of many of us in the Central District. I am a senior who relies on the buses to get downtown and to various other areas around Seattle.</p> <p>Perhaps rather than eliminating these routes, the schedule could be cut back until funding becomes available. I would rather have something, even if it's less often, than nothing at all.</p> <p>Thank you for your consideration. Mary Mclsaac</p>
<p>To Whom It May Concern,</p> <p>My name is Eric Nelson and I am graduate Dental Student at the University of Washington. I ride the 31 and/or 32 to and from campus every day. While it appears that my route is not in danger of being cut, I feel it pertinent to speak up as a member of the UW community on the importance of the Metro service to the daily function of the University of Washington, the states largest university.</p> <p>I understand we are in lean economic times and funding must be evaluated all across the board. I urge the council and state to re evaluate whether reducing the transportation lines to and from the states largest university are a necessary part of the package in tightening up the economic belt. If there is great reason for reducing services, due to lack of usage or inefficiency, those specific messages OF CURRENT INEFFICIENCY are not reaching the layperson like myself. Instead, when messages are presented they seem to allude to the fact that many UW community members commutes would be affected. If such a large percentage of people are to be affected, especially those paying tuition to educate themselves and feed into the WA economy, it seems we are indeed in very challenging times when we cannot provide necessary services to members of the university community.</p> <p>Please hear my voice as a student who is concerned with the consequences of reducing services and removing routes from the current metro system. Thank you for your time.</p> <p>Sincerely, Eric Nelson 3rd Yr Student University of Washington School of Dentistry</p>

Save Metro Bus #2

Dear Metro,

I strongly urge you to save the number 2 bus line, which is an very important bus line in Seattle, connecting the Central District and Madrona with Downtown and Upper Queen Anne.

I love the number 2 because it connects me from where I live in the Central District to the city services I rely on, the heart of the shopping district, and great food and entertainment. I take the 2 to the Central Library, where I get all my books and music; to the retail core, where I do most of my shopping (hello, Nordstrom!); to Benaroya for Beethoven's 9th Symphony at the Seattle Symphony; and, to my husband's and my favorite restaurant at the top of Queen Anne Hill, Betty.

Not only is taking the 2 an economical way for me to get to where I need to go, but it's an environmentally friendly transportation option. In addition, my favorite bus driver in all of Seattle runs this enjoyable trolley bus on weekend nights (he's an older gentleman that always wears a newsboy cap). Please save the 2. It's a vital link between the Central District and Downtown.

Sincerely,

Stephanie Schwenger

924 16th Avenue, Seattle, WA, 98122

Too mmany seniors use route25 and will have to walk up steep hill to get to any other route. 25 has already been reduced. We need to keep it where it is. Thanks. S. Kedelsky, Seattle

Hello,

I am writing to share our concern over the possible closure of route 25. We live in Laurelhurst and have two college age kids. Both kids rely on the 25 to get them to and from school everyday. We also have neighbors a few doors down that house three foreign exchange students who also rely on the bus. It is our hope that you reconsider the closure of route 25. It will have a very negative impact on our family and neighbors.

Sincerely,

Lisa K Lindstrom

King County Council:

Please put the transportation funding proposal on the ballot for a public vote in April. And please do whatever else you can to preserve bus services. 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.

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' abilities to get to school on time, which is obviously a bad thing for countless reasons. It will impact parents' ability to get their kids to daycare on time. It will make life incredibly challenging for the people in our region who do not have a car -- some of whom are low-income and rely on the bus to look for work or to take care of relatives, among other things. 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 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).

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 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.

Thank you,  
Melinda Young-Flynn

Hi, I am a Seattle resident and I am writing to voice my strong support for King County Metro and my displeasure with the proposed cuts to service. The city and county need to fund Metro in step with its growth. I own a car but I still use public transit almost exclusively for getting around. As a car owner I would support an additional license tag fee to fund the Metro funding gap or even increase funding! I work full time and I also go to grad school during my evenings at UW. Driving and parking in the U district is a nightmare, so taking the bus is a huge relief for me.

In the 3 years I've lived in Seattle, the bus has gotten more expensive and service has gotten cut. Enough is enough! We need to increase taxes on drivers to support the values that this city holds: access to public transit for needy populations, affordable public transit, and reducing both traffic and vehicle emissions.

I support public transit! I support King County Metro! Raise my taxes, please!

Ian

--

Ian T. Pocock  
MSW Candidate '15  
626.430.8363  
ipocock@uw.edu

I just looked at the PDF for the 73 and I actually like those changes better than what we have now. I support these changes but I wonder if there's a way to publicize these "cuts" and phrase it in a way that shows the cuts are not just deletions but skillful rescheduling/planning. I'm guessing there's probably a bigger plan that was well thought out that I don't know about. This is just my \$0.02.

Thank you,  
Sam

Routes 66X, 67, 68

I am writing to express distress at the thought of the routes 66X, 67, and 68. Discontinuing these routes will make it difficult to get to both of my places of employment without a car. I do not have a car and will be greatly inconvenienced if these routes are deleted. Please tell me know who else I can contact to let them know this is a hardship.

Thank you,  
Sam

February 3, 2014

Mr. Kevin Desmond  
Manager, King County Metro  
King Street Center  
201 S. Jackson Street, Room 415  
Seattle, WA 98104-3856

RE: Comments on King County Metro Transit Service Cut Proposal

Dear Mr. Desmond:

Thank you for the opportunity to comment on the proposal transit service cut proposal that was announced on November 7, 2013. We recognize that King County Metro is facing unprecedented reductions in service to bring expenditures in line with revenues. Service in Redmond will be impacted by these proposed cuts; of the 18 routes serving Redmond, six routes would be eliminated, eight routes would be revised, four routes would remain unchanged. The City request the following changes to the service cut proposal to mitigate some of the most significant impacts to the Redmond community.

1. Preserve service along Willows Road. Willows Road is significant employment center with over 5,500 jobs and over 1,000 students. The Willows Road corridor is used as an alternative to I-405; construction for the widening of I-405 and express toll lanes will place even more travel demand on Willows Road. Under the cut proposal, routes 244 and 930 would be deleted, eliminating all service along Willows Road. Metro's rationale for the elimination of this service is that it is part of a service restructure. However, in a reduction scenario, as we are facing now, this corridor is identified as the lowest priority (priority 4) for reductions, per the 2013 Service Guidelines Report. The Report also identifies this corridor as needing additional service under the Service Guidelines. Most importantly, this is the only example of a significant employment center in King County that would lose transit service entirely as a result of this cut proposal.

2. Maintain consistent opportunities for Transit Now Partnerships. The Cities of Sammamish, Issaquah, and Redmond, together with Microsoft, are service partners with Metro for two Transit Now partnership routes, the 244 and 269. Transit Now Partnerships should continue to be implemented as a tool to provide transit service to a community. The partnership share of costs should remain consistent for all partnership in the county. It is important that the partnerships for routes 244 and 269 continue to be implemented.

3. Work with Sound Transit, to ensure that there is capacity available on Sound Transit routes. Three of the five Metro commuter routes between Redmond and Seattle are proposed for elimination. The primary alternative identified for these service reductions is the Sound Transit Route 545, which is currently full during significant portions of the day, and has very little capacity to absorb riders.

If you have any questions regarding our comments, please feel free to contact Chester Knapps, Senior Planner, at (425) 556-2476, or Erika Vandenbrande, Economic Development Manager, at (425) 556-2457.

Sincerely,  
John Marchione  
Mayor  
cc. Victor Obeso, Manager, Metro Service Department  
Redmond City Council

**Metro Cuts to #2 line**

Madrona residents and businesses would be really hurt by the change planned for that route. We ask that the #2 Route be left as is with a temporary reduction in frequency and time of day service until funding allows for service to be restored to the levels currently seen. A lot of people - elderly etc - rely on the #2 Route (and the 8, 12 and 27). Having it go down Madison rather than its present route would be challenging to many people.  
thanks.

**counting riders**

On Tuesday the 28th a Metro-man was going with BUS 139 in Burien, counting passengers for you. I was the only passenger on that tour. The outcome of this statistic is not fair. I've never been alone before. The day before we were 7 one way and 8 back.  
Please, don't make important decisions out of a single example.

**To Whatever Elected Officials It May Concern,**

These cuts will affect the poor and university students, please consider other options!

Sincerely,  
Alex Christopher Leal

<p>To Whom It May Concern,</p> <p>My name is Eric Nelson and I am graduate Dental Student at the University of Washington. I ride the 31 and/or 32 to and from campus every day. While it appears that my route is not in danger of being cut, I feel it pertinent to speak up as a member of the UW community on the importance of the Metro service to the daily function of the University of Washington, the states largest university.</p> <p>I understand we are in lean economic times and funding must be evaluated all across the board. I urge the council and state to re evaluate whether reducing the transportation lines to and from the states largest university are a necessary part of the package in tightening up the economic belt. If there is great reason for reducing services, due to lack of usage or inefficiency, those specific messages OF CURRENT INEFFICIENCY are not reaching the layperson like myself. Instead, when messages are presented they seem to allude to the fact that many UW community members commutes would be affected. If such a large percentage of people are to be affected, especially those paying tuition to educate themselves and feed into the WA economy, it seems we are indeed in very challenging times when we cannot provide necessary services to members of the university community.</p> <p>Please hear my voice as a student who is concerned with the consequences of reducing services and removing routes from the current metro system. Thank you for your time.</p> <p>Sincerely, Eric Nelson 3rd Yr Student University of Washington School of Dentistry</p>
<p>Pls don't cut our bus route. It's the only way I can get Get to my work. Thank you</p>
<p>The buses in the U-District and surrounding neighborhoods are readily used seven days per week. People, including myself, have no other transportation for college, work, or family and social events. My suggestion is to space the bus times during off-peak hours. Another suggestion is to use the smaller buses to save on fuel.</p> <p>--</p> <p>Miranda Carruth University of Washington - Seattle Student of Master's of Social Work Day Program (206) 653-5288</p>
<p>Please don't cut our bus lines!!! It is not friendly to the public, the poor, the environment, the kids, the students, and decreased linkages and services will bring down the value of the system as a whole. Seattle should be working toward more public transport, not less.</p>
<p>With all the increase funding from requiring UW students to have a U-Pass should encourage you to try not to reduce students transportation. (Especially when an empty 41 bus runs through the tunnels every 2-3 minutes. Students today don't protest and voice unified concern like they did in the previous generation. However that doesn't mean that students should constantly be the answer for funding problems. Students consistently get charged more on the state and federal level when there are problems with raising needed money. It is difficult for many to comprehend what is actually happening with everything they pay for. The government should be focusing on how they can serve the students instead of consistently using students as a scapegoat.</p>

To King County Metro,

I am writing to express my concern about the proposal to reduce bus service, especially with regard to routes that serve the UW-Seattle campus. Continuing the bus service at its current levels is vital to maintaining intellectual and social links between the University of Washington and the greater Seattle area. Not only do students and faculty rely on good bus service to travel to and from our place of work and study, but we expect students to immerse themselves in the cultural life of the city, which they cannot do without bus access. I urge you to reconsider this cut to a much-needed and much-utilized service.

Thank you,  
Jordanna Bailkin

Hello,

I have been a bus commuter since I moved to Seattle in 2000. I have taken the bus to graduate school at the UW and to my work, both in the U District and in downtown proper. And I am dismayed by the continual reductions in public transportation.

My wife and I used to live in south King county. I took the 133 there to attend the UW. It wasn't ideal, but it got me on campus in an hour or less and kept me from dealing with rush hour traffic. Additionally, it was packed every time I was on the bus. It was used and convenient, so naturally it was slated for elimination. Around this time my wife and I were thinking of moving back into the city. Part of the reason we did so was because I could take one bus from our new location to the UW again, and she could take a couple of buses to her work.

Now I take the 31 from Magnolia to the UW. Again, it's convenient and generally well-used. Naturally, you are again looking to eliminate it. The excuse again is that we could take multiple buses instead of just the 31, and the 31 overlaps with the 32.

Honestly, have any of you ever tried making bus connections to get anywhere in this city? It takes at least an hour to get anywhere when you have to make a connection. The "connection" solution to the 133 issue would have resulted in a 50-minute ride becoming a 1.5 hour ride...if everything worked out right. I would have allotted at least 2 hours every day just for one direction. Currently my 31 bus ride takes about 35 minutes. Making the connections would take about an hour, again, if everything works out right.

Why do you think it appropriate to ask students and working people to double their commute? What makes that OK? When did you lose sight of the "public" in public transit?

I am easily willing to pay more in taxes or a bus pass to keep the service we have.

If you've read this far, thank you.

James Harmon,  
Statistics PhD student at the University of Washington,  
resident of Seattle for 14 years

I'm a University of Washington student and rely heavily on the metro and sound transit buses. It would be devastating to me if they discontinue the route from my home to school. I have no other means of getting anywhere except my feet and the bus system. I love the fact that there's a bus system that allows me to move.

Sincerely,  
Janet

Please do not delete Route 205. If it was deleted I would have to take 2 buses each way to my job at the UW. This would be very awkward, inconvenient and time-consuming.  
Route 205 serves many people- UW students, staff and faculty as well as people who work at the hospitals and medical clinics near Boren Avenue.  
If the route was deleted many people would probably start driving to and from work or school which would further increase congestion on the roads.  
Thank you.  
Lynn Cowan

Suggestions for Bus Services in South Seattle:  
- From Downtown to South Seattle (Burien) is a very long bus ride.  
  
Q: Can metro run a "Rapid Ride" service for the folks in South Seattle?  
Reducing stops and frequency for daytime and weekend is okay, but a Rapid Ride for rush hours is much needed.

Reason:  
- South Seattle has more lower income people and families riding buses each day. Lower income people use metro service more and rely on metro service more. They can't afford to commute without buses, but they can't afford to ride 4 hours each day either to just commute between Seattle downtown to South Seattle. The slow bus services (131 and 132 and 60) have been some pain for South Seattle riders. Rapid Ride can be the key for saving costs but improving commute.

Thank you for your consideration.  
Lan Yu  
An UW Employee and a daily metro bus rider

Please keep bus service!  
Please do whatever you can to keep bus service in and around UW. I rely on it for my daily commute, and for transportation everywhere. Please please so what you can to minimize cuts.  
Thank you,  
Robin Hammond  
UW School of Law

I warmly support any proposal to increase revenue in support of Metro Transit service in King County.  
  
I do not own a car, live in Capitol Hill, work at UW and often go downtown. Buses Cuts in Metro service on the 10,43 and 49 routes would severely affect my ability to move around town.  
  
sincerely  
Fabio Governato

<p>bus cuts to Eastside</p> <p>Hello: I have been riding the #277 to the UW for many, many years both to and from my workplace. As you know, this bus is a direct to the UW from the North. I also occasionally take the #540, but even with the new parking garage, it can be tricky for parking, and also time schedules -- and full buses.</p> <p>I support the new proposal to keep the buses on the road. Please implement an increase so the community can continue to ride buses and take cars off the road -- which is the strategic agenda for metro.</p> <p>Linda Ambre</p>
<p>Elimination of 67 &amp; 68 will drastically affect my life.</p> <p>I've worked at UW 25 years I live right between those routes and ride one of them every day.</p> <p>I hop off the 67, buy my groceries, and hop back on the next one. Takes me 30 minutes.</p> <p>We're bankrupting the city with the 562o bridge and tunnel projects -- marvelous solutions to 20th-century problems -- and eliminating my transportation.</p> <p>===== John F. Wolff wolffie@uw.edu</p>
<p>Routes 71/72/73 are often full. So full, they have to leave people behind.</p> <p>This happens in both directions.</p> <p>Will the remaining routes be more frequent? There has to be some solution.</p> <p>Thank you, Samantha Auflick Metro Bus Rider since 2000.</p>
<p>I love public transport, and believe it is the only viable answer for a growing city like Seattle. And yet, every time I see your plans for cutting service, there are three thoughts that immediately come my mind:</p> <ol style="list-style-type: none"><li>1) Whoever made this plan knows nothing about public transport and how to serve a city like Seattle.</li><li>2) You are a publicly funded service, and yet you continuously raise prices, to the point that it is cheaper to drive than to take a bus. Why don't we simply fund you outright from the taxes and have free transport?</li><li>3) I really dislike the way you use these proposed plans as a tool to scare the public into giving you more money.</li></ol> <p>In short - you need to get your act together and get on board for this century, not live in the past.</p> <p>Sincerely, Simona</p>

<p>Please do not raise funds through increasing vehicle taxes. Please raise the bus fare. It is time to let us who ride the bus pay our fair share and not increase the taxes on those owning vehicles.</p> <p>The city of Seattle has promoted the elimination of parking requirements for new housing developments therefore it is only fair that those who live in these developments and use Metro pay their fair share of the cost of public transportation by paying their fair share of the operating expense of Metro.</p> <p>This is doubly true for those who commute from outlying area to Seattle. They should at least pay what a downtown Seattle parking spot cost.</p> <p>It only fair. Mike Hollinger</p>
<p>Bus Route #28 Hi, The Metro Bus #28 should not be eliminated. If it does, Metro should replace it with another bus that would service, locally, the 8th Avenue NW on a daily basis. Thank you. Melanie Paredes Metro Rider</p>
<p>Metro: DON'T CUT ROUTES, DO reduce frequency &amp; DO seek funding Dear King County Council and Seattle City Council: I understand the short fall in Metro funding. I think it is IMPORTANT TO SAVE THE NETWORK that people depend on. 1) Just reduce the frequency at this point in time. 2) SEEK MORE FUNDS, (we'll support) then 3) reduce service as necessary. Adele &amp; James Reynolds</p>
<p>Comments from Mount Si Senior Center DeAnna, During our discussion with the two attendees at our event plus Amy Biggs, I took the following notes: •There is a missing connection between North Bend and Preston P&amp;R. SVT can get people from Fall City to Preston P&amp;R. •For reverse commutes, it would be nice to have timed transfers with SVT. •Shelters in the Snoqualmie Valley seem to have excessive litter (especially cigarette butts). •The lack of Sunday service prevents riders from traveling to Issaquah. •The lack of Saturday service prevents connections with jobs. In particular, one attendee works Tuesday- Sunday and would be unable to attend work. •Suggestion: Don't have Rt 208 come into the valley; it could meet SVT at a hub. If all routes except the 215 were deleted, then SVT could handle all valley connections -Rachel</p>

Funds to support the transit system

Will there be any meetings held close to Federal Way? It's not easy or reasonable to ask people to commute to Seattle to attend a meeting to voice our opinions which will impact residents outside the Seattle area. Also, along with the increase to gas taxes and property taxes for Federal Way for the school levy, what is being done to ease the burden for fixed income seniors, not based on low income, but trying to spread the money out to have enough to live on for the next 20 years, our seniors can't continue to support all of the state, County and City taxes that continue to be placed on us. We have less to spend in our community, food, clothes, medicine, doctors, gas for our cars, utilities, phones, cable, internet, etc. When do seniors get a break? Is there a group that exists that presents our interest? We can only support these taxes for so long, then our choice is to move out of King County, and or State of Washington. We will eventually be on foodstamps and medicade if this continues.  
Thank you for your time.

I fully understand the required bus route cuts are necessary due to lack of funding. However, I question why you feel that a bus route is little used because it is considered part time route due to only running 4 AM routes and 4 PM routes. This bus route #154 is always standing room only it serves the sounder commuters from Tukwila Sounder station to the South Federal Building. It has boeing workers, group health workers and federal employees on this route and it is the only route from there that goes boeing access road and along east marginal way south. These are every day riders who have no other routes that would service this area. Again how can this be a little used route!!!! We are mature working adults that need this route daily.

Response to email listing alternative options to Route 27 and 33 (trip from Leschi to Magnolia):  
"The problem is the downtown transfer. He's only 12 years old."

Hello,

I am writing in opposition to the proposed Metro service cuts, as a citizen of Seattle and Metro rider.

When I saw a list of some of the proposed route deletions, I was shocked. It's clear these cuts have nothing to do with community need. I have personal experience with the 2, 4 and 60 routes—the need for these routes in working communities is clear to anyone who has lived in those communities for longer than one day. Currently, route 60 serves as a vital lifeline between Capitol Hill and Beacon Hill. As a Beacon Hill resident, I know that even as-is, route 60 is insufficient, especially in the evening. But the route is always full and is desperately needed in these communities already experiencing economic hardship, such as Beacon Hill and South Park. Many rely on the direct link to First Hill and Capitol Hill to get to work or school.

These days, working people seem to always be on the losing end of every economic policy decision. If we are to tax our way out of this, for example with an MVET, it's critical we structure it so we don't burden working communities more than they already are. I suggest for example a vehicle tax based simply on blue book value based on model, average mileage and average or good condition. This can be calculated easily given data the DOT already has. With projected blue book value we avoid arguments about actual vehicle value. Someone who purchased a \$40,000 car doesn't get off easy simply because they crashed it twice over several years and it's worth only \$15,000 now. The average value of the car model is the indicator of ability to pay, and levels the playing field.

Further we should exempt vehicles below a certain value, for example \$5,000. In this way we avoid burdening the many working people who must have a low-value, functional car for those times when metro service is already insufficient for their needs. I recommend these ideas as a vehicle owner who would be subject to a tax under my own proposal.

What we see as citizens and customers is a new rate hike every year, decreased service and deleted routes in vulnerable communities. The economic situation in most of these areas is already fragile. People are struggling to afford housing and transportation on insufficient incomes and low employment. These people already experience the bare minimum of transportation accessibility and can't afford to buy a car when their bus route disappears.

Please focus on these issues when weighing a solution to this shortfall.

--

Ryan Morris  
Beacon Hill Resident  
520.909.0858  
ry.morr@gmail.com

I know this is a useless waste of my time, but I just have to put it out there for the public record. I have several things I would like to provide input on with regard to the extensive changes in service about to take effect.

I just want Metro to know that I am an ardent supporter of public transportation. I vote for these things, and I try to influence others to do the same. I hate complaining, but what is happening to what used to be a fine transportation system may create a tipping point in the wrong direction for our city and our region.

1. Route #21 – Proposed elimination: Does Metro even realize there are now 4,000 people (this is an actual headcount) working in one single building in Sodo (Starbucks headquarters) at 1st Ave South and South Lander St? Not to mention the many people working in countless buildings nearby. When the tunnel preparation work began a few years ago, all 1st Avenue bus service was severely reduced. Now with the elimination of #21, there will be virtually no bus service to this vicinity. Is this a serious way to address your customers' needs? I am fully aware of the buses that run along 4th avenue and the Busway and the light rail. None of these are near your single-largest customer base in Sodo. This is a

HUGE miss.

2. Route #27 – Proposed elimination: I live in the Leschi neighborhood near the lake, and this is the only bus service available within a reasonable distance. The Lakeside neighborhood is not an enclave of wealthy car drivers. The #27 has almost one person sitting in every row by the time it reaches my stop at Erie and Alder, before it even gets up the hill to the majority of its customers. There are several apartment buildings along the lake, and more importantly, there are a number of small businesses clustered around the Leschi Market and Starbucks near the marina and park. The elimination of the #27 will forever alter our neighborhood. How will minimum wage people be able to get to work in this neighborhood? How can anyone come down to enjoy summertime activities along the lake without driving? And to remove all service along Yesler Way is a similar mistake. I am less familiar with the specific impacts there, but it is not a reasonable assumption that those customers can simply start walking over to Jefferson (#3) or Jackson (#106, #14). It was bad enough when the #27 service was essentially gutted by reducing weekend and night service to where it is virtually useless. And walking up steep hills to the #3 or down to the #2 is not a reasonable alternative, either.

3. General reduction in frequency and increase in between-stop distances: This is just the wrong way to go. When I lived in Vancouver, BC, they don't even have scheduled departure times printed on bus stops because the frequency is so great that it makes more sense for them to publish things like "leaves every 3-4 minutes from 7:30a-10:00a". This engenders a confidence in riders that their bus system is a serious consideration for them in making commuting choices. If something is running every 30 minutes or an hour, it does not make one confident of making connections, because one breakdown in service makes the whole scheme useless. Similarly, to place your stops so far apart that one has to do real research to figure out where to be on both ends of a trip makes the choice of using the bus fall to the bottom of your list. Skip stops along 3rd Avenue downtown have made the bus a virtual non-consideration for downtown shoppers. If you have to walk 2 long blocks to catch a bus that will only take you 4 more blocks, it's useless. With the introduction of skip stops downtown, there is now not a single, practical, public transportation option for downtown shoppers and visitors.

4. Next Arrival signs on 3rd Avenue: I like the ideas of these, but these have not been working enough to make them something \*any\*one would rely upon. The one on 3rd avenue at the parking garage across from Macy's has been there a long time now, and it seems to work about half the time.

5. Bus App (206-456-0609): What happened to this service? This is the one that you used to be able to call from a "dumb" phone and get the next arrival time. I found this \*extremely\* useful, and essential, given the reduction in service and the ability to find out if your next bus was indeed going to be extremely late (easy.. if a bus went out of service and left you hanging for an hour instead of 30 min). This has not worked for me since about Nov-Dec 2013. Please bring this back, especially since you are reducing service even further.

Again, sorry for such a long laundry list of complaints, but I still hold out hope I will not have to start resorting to other forms of transportation.

Sincerely,  
Mike Joines

Hello,

I live in the Central Area of Seattle and we are facing dramatic bus cuts. I take both bus #4 and #27 on a regular basis. The #4 is the bus that I need to take to get to work. This is one of the most used routes that I have been on. Many of its riders are low income and have no alternate way to get around. The argument is made that the same route can be made with transfers, but I take the bus at 5:45am and it is very dark. The transfer locations are not on safe corners. Please reconsider this decision.

Thank you ,  
Leonora

Greetings,

Apparently the system that monitors bus traffic does not work well, as route 154 is slated for removal.

This bus is FULL every day, and is well used.

Perhaps a better answer is to build the sounder station at Boeing Field as was originally planned, then allow connection to route 124 from that point.

William Rieger  
F-22 System Safety, Boeing

Proposed change of route 66

I understand the need to delete routes because of the budget, but I am concerned about the complete deletion of route 66. I take this bus home everyday from work and it is only a block away. My only other alternative to get home is either a 30 min walk away or a two bus transfer, both inefficient options. It says the alternative is to take 70 or 73. Would the places these buses stop change due to the deletion of route 66? I am currently catching the bus at Eastlake and Mercer heading Northbound.

King County Metro

We support finding improved and stable funding for Metro buses.

We want to save bus route 167!

We have 358 signatures from riders who want to save their 167 bus route. It is a valuable bus. As you will see from our zip codes, we come from Auburn, Bellevue, Des Moines, Enumclaw, Kent, Maple Valley, Renton, Rainier Valley/Skyway, Tacoma, and Tukwila. We all need to get to the U District.

See also attached letter with photos of bus ridership for Route 167. I have tracked ridership myself for 2 weeks on my commute and asked others on the other times. The bus is full in the morning every day. It is common to have some riders standing because there are no more seats. The buses are almost full in the evenings.

We will help pay for Metro service (above and beyond our UPasses) by paying an annual vehicle license fee (\$60) and by other means.

Please help us to save Bus 167. Riders have a strong interest in saving the 167 bus route and supporting Metro bus service.

Regards,  
Rechele Brooks  
work: Research Assistant Professor at UW Seattle  
home: 673 Union Ave. NE, Renton, WA 98059

Hello Mr. Minkoff,

I learned recently of the planned termination of Route 244 from the Kenmore P&R to the Overlake Transit Center, and I want to voice my objection. Metro's excuse for terminating it is that "It's one of the lowest performing peak-period-only routes in Metro's system." Yet when I ride this bus (typically the first in the morning and the second in the afternoon), it's nearly full. There are only five runs on this route each in the morning and in the afternoon, so of course the total number of riders will be low.

I have examined the alternatives to this route, and I can see that the alternatives have not changed since the 244 (or the 644 that preceded it) first started running. Without the 244, I would have to route my trip either through the Bellevue Transit Center or the South Kirkland P&R, which would add more time to my trip than I can afford. Eliminate the 244, and I will be forced to drive, which will contribute to increased congestion and higher gas prices.

I found this paragraph on Metro's site:

Metro is celebrating 40 years of service to the citizens of King County in 2013. We're proud of the job we've done and we'll continue to work hard to give you easy, convenient access to the places you want to go, while helping you save money, control stress and protect the environment. So when we say, "We'll Get You There," we mean it!

If Metro intends to make good on this promise, it will find ways to keep routes in service and structure its funding system so that transit continues to be a viable alternative to single-occupancy vehicles.

Thank you.  
Elizabeth J. Bailey

My son attends Washington Middle School and lives half time with me (Leschi) and half time with his dad (Magnolia). This single route enabling him to safely commute to / from school from Magnolia has been a real godsend. I ride the 27 regularly and find it is always populated. I understand you're planning to eliminate route 27 while maintaining route 33. Please don't! Or if you must, what will be our alternatives?

Thank you,  
Lynn Kemper  
206-304-9184

Before you cut service to 74 Metro bus routes, have you considered charging different prices for some of the routes? If I were faced with the decision either to pay another \$1 per day or to go without bus service, I'd find a way to pay an extra \$1 per day.  
Diane O'Neill

I don't understand why street car now. Many other places quit street cars. It's against the progress. It causes traffic jams and it is dangerous. Besides, it costs a lot. Why doesn't the city use the money for the bus services instead of the street car construction!

Reiko Rosenquist

Hello,

As a bus commuter from the Eastside, and someone who believes in transit, I hope the money is found to avoid the cuts. My wife and I definitely will vote for the tax increase and suggest that to others.

That said, if the funding fails, here's an idea several Kirkland-area commuters have been having:

Currently the Houghton Park and Ride is served by the 277 and 265, both of which head for downtown and UW, and both of which are to be eliminated. That will leave the Houghton P & R empty of cars, while the South Kirkland P&R, the only other big one in Kirkland, will be strangled with cars from people trying to get on the 255 or 540.

Here's the idea: Since the 255 and the 540 both go past Google through Houghton, on exactly the same route from the center of Kirkland to the South Kirkland Park and Ride, please change that so that one of those buses takes an alternative route and loops up past the Houghton Park and Ride. This would keep that parking lot useful, and would retain a workable way to get to work for people who live on the east side of 405. This includes, for instance, all of Rose Hill.

Thank you,  
Steve Wilhelm  
Stevellen95@comcast.net

Please, please do not delete or reduce bus route #14 and #27. They are a life line of our building's senior residents to downtown and Chinatown. Do you isolate those seniors at home? Please reconsider the cut plan.

#### Reductions in the Route 12 service area

I have grave concerns about cutting out the end of the Route 10 bus service. This would eliminate service along 19th Avenue on a street that serves Country Doctor Clinic, Stevens Elementary School, Nova High School, St Joseph School and St Marks School. It also cuts off the community from direct service to the light rail.

The alternate routes would require children and the elderly to climb a significant hill to 15th Ave E or go the steep hill down to 23rd Avenue.

I am writing to voice my disagreement on this proposition and to ask the county to reevaluate the impact it will have on the Capital Hill community.

Thank you,  
Robert Jaffe  
1238 20th Ave E  
Seattle, WA 98112

King County Metro route #2

Please don't eliminate Route #2--I (and many, many others) use it to get from 3rd Avenue (where most of our busses drop us off) up to Virginia Mason and Horizon House. Changing to another route further away means everyone has to walk further to get to medical appointments, etc. Many of us do not walk well--bad knees, bad hips, etc. etc. Making us walk further does us a great disservice. We NEED Route #2--please don't take it away from us!!!

Seriously-needed Legislation

Mr. Kevin Desmond, General Manager, METRO Transit

Dear Mr. Desmond,

We are writing to let you know we've contacted key members of the House and Senate in Olympia to express our support for legislation that would give the County authorization to ask the voters to approve a local-option tax to provide funds to preserve and expand Metro Transit service. Funding to support the increased ridership demands in King County is essential to the preservation of our quality of life and for the reduction in traffic congestion so important to our business community.

We live on First Hill in Seattle where, as you know, the Metro Transit system is used by a large percentage of the workforce serving the three major hospitals. Add to this the increasing number of patients travelling to and from the hospitals and it is easy to see why the transit system has become overwhelmed. It is simply no longer able to serve its ridership effectively, particularly at times of high demand when buses are loaded and forced to bypass waiting passengers. We understand one of the hospitals estimates that nearly 1,900 hospital-bound people would use the system every day, if it were available and service timely. The clogged transit system forces people to drive their own vehicles causing traffic snarls on all the streets leading to First Hill, and adding frustration, higher fuel consumption and incidents of road rage.

Furthermore, you are probably aware that several new apartment buildings are under construction here on First Hill and more are being permitted. This building boom, while benefiting some segments of the economy, only adds more urgency to the need for traffic and transit relief. Emergency access to our hospitals, which is already threatened, will become part of the gridlock. We must find a way to avoid this terrible scenario. To that end, we and our friends will definitely vote for a local-option MVET if authorized by Olympia. If the legislature fails to act in a timely manner, we will support the creation of a Transportation Benefit District and the use of vehicle licensing fees for its funding.

If it would be helpful, members of the First Hill community are also willing to provide testimony at committee meetings in Olympia or before the King County Council.

Sincerely,

Gordon Gray and Marie Overturf  
725 Ninth Ave. Apt. 1003  
Seattle, WA 98104

Please do not consider cancelling or modifying Bus Route 154 that services the Boeing Developmental Center for connection to the Sounder Station. If anything, provide a larger and more comfortable bus. When I use it to supplement our Van Share van at times, it is very convenient, timely, and essential. It would be my only connection to work from the Tukwila Sounder Station if our van goes away. These carefully planned bus routes to support regular commuters should always be encouraged if you want to realize your goals for Puget Sound public transit acceptance. Thanks.

Thanks for your response. Yes, this clarifies the issue. I definitely understand the cost difference. In the event that "Plan B" passes, and Metro's funding is secured, I hope that you reconsider changing the 5. In the meantime, I will do everything I can to help ensure that Metro has all the revenue that it needs. :)

The Honorable Dow Constantine  
County Executive  
King County Council  
Washington

Local King County financing option to allow the County to ask voters to raise revenue for transit and local roads in 2014

Dear Mr. Constantine,

This is to inform you I have written key members of the House and Senate in Olympia to express my support for legislation giving the County the authorization to ask voters to approve a local option tax to provide funds to preserve and expand Metro Transit service.

I live on First Hill in Seattle which is, as you know, the home of three major hospitals where several thousand employees rely on efficient, reliable bus service. Lately, this service has been less reliable and frequent because busses are loaded and often bypass waiting passengers. In addition, First Hill is seeing a significant influx of new residents as residential buildings are built.

If Metro Transit needs to cut service by 17% because additional funding is not available, the situation will get even worse with more cars on the road, impossible gridlock conditions where even emergency vehicles trying to get to and from the hospitals will not be able to get through.

We must find a way to avoid this terrible scenario. To that end, my friends and I will definitely vote for a local option MVET if authorized by Olympia. If the legislature fails to act, we will support the creation of a Transportation Benefit District and the use of vehicle licensing fees for its funding.

This issue is too important to be ignored.

Sincerely,  
Diane Stevens  
725 9th Avenue, #908  
Seattle, WA 98104

The Honorable Dow Constantine, King County Executive  
Dear Mr Constantine,

We are writing to let you know we've contacted key members of the House and Senate in Olympia to express our support for legislation that would give the County authorization to ask the voters to approve a local-option tax to provide funds to preserve and expand Metro Transit service. Funding to support the increased ridership demands in King County is essential to the preservation of our quality of life and for the reduction in traffic congestion so important to our business community.

We live on First Hill in Seattle where, as you know, the Metro Transit system is used by a large percentage of the workforce serving the three major hospitals. Add to this the increasing number of patients travelling to and from the hospitals and it is easy to see why the transit system has become overwhelmed. It is simply no longer able to serve its ridership effectively, particularly at times of high demand when buses are loaded and forced to bypass waiting passengers. One of the hospitals estimates that nearly 1,900 hospital-bound people would use the system every day, if it were available and service timely. The clogged transit system forces people to drive their own vehicles causing traffic snarls on all the streets leading to First Hill, and adding frustration, higher fuel consumption and incidents of road rage.

Furthermore, you are probably aware that several new apartment buildings are under construction here on First Hill and more are being permitted. This building boom, while benefiting some segments of the economy, only adds more urgency to the need for traffic and transit relief. Emergency access to our hospitals, which is already threatened, will become part of the gridlock. We must find a way to avoid this terrible scenario. To that end, we and our friends will definitely vote for a local-option MVET if authorized by Olympia. If the legislature fails to act in a timely manner, we will support the creation of a Transportation Benefit District and the use of vehicle licensing fees for its funding.

If it would be helpful, members of the First Hill community are also willing to provide testimony at committee meetings in Olympia or before the King County Council.

Sincerely,  
Gordon Gray and Marie Overturf  
725 Ninth Ave. Apt. 1003  
Seattle, WA 98104

Transit legislation

I am a citizen of King County and I support efforts to sustain and improve our transit system. To that end I have sent the letter below to state legislators. The letter describes my position and my rationale. I want you to know that I solicit state authority first but will support your Plan B if necessary.

Joe M. Wesley  
725 Ninth Ave., #103  
Seattle, WA 98104

The Honorable Senator Rodney Tom, Majority Leader  
Washington State Senate  
Dear Senator Tom:

I live on First Hill in Seattle and I am very concerned about the threatened 17% cuts in service hours for the transit system absent legislation to authorize Washington counties, including King County, to ask voters to approve a local tax for transit and roads. I understand this must be done now to preclude those cuts.

Seattle streets are already badly crowded, particularly at rush hours, and parking is both hard to find and expensive. If transit is reduced we may have gridlock on the streets and sky high parking fees which many people who work at the several hospitals and physicians offices may not be able to afford. Several new apartment complexes have been or will be approved and their residents and support staff will exacerbate an already bad situation

It seems to me that the package which the Legislature and the Governor worked on for several months was one answer to this problem, allowing King County to put a proposal before we voters to tax ourselves to retain or expand transit and do repair to roads while investing in the larger arteries which are serving serving commuters (I-405, 520 & the like). I urge the rapid passage of such legislation. I will support it and urge others so to do.

The alternative available to the county is to seek funding using procedures which are regressive in nature causing hardship to those most in need, but absent action such as I have urged above, I will be forced to support it.

Please place solving this problem at the top of your agenda for this session. I plan to urge the King County Council to solicit such legislation.

Joe Wesley  
725 Ninth Ave., #103  
Seattle, WA 98104

Dear County Executive Constantine:

We are residents of First Hill in Seattle and are concerned at the prospect of a 17 percent cut in essential transit service directly affecting our neighborhood. We have contacted key members of the State Legislature in Olympia to urge them to authorize a local vote to provide the needed funds. We would urge you to press for that authority as well and then to ask us the voters to approve a balanced tax program that will avoid the cuts in service and address other transit issues.

Don and Susan Phillips  
725 9th Avenue Apt 1106  
Seattle, WA 98104  
206-407-1728

Two out of four routes, not including the 111 that barely runs, and then limiting the routes 105 and 240 and having them end before 9 or 10 is ridiculous. I've been riding those lines for YEAR and people need that access to the downtown Renton transit or home from Bellevue.

I personally work in Federal Way and do not get off work until 830pm most nights. It's takes an hour and a half to even bus to down Renton. That means of literally have no way home. I would lose my fucking job because I wouldn't be able to work nights, which is my position.

Why should I, and many others with similar circumstances, be forced to god new employment in such a poor job marketplace, or have to move their entire lives somewhere else more convenient because metro couldn't allow an essential line continue to run as is? It cuts off access to a large portion of Renton which is unrealistic.

I suggest;

1. Making a new line that runs through the highlands to downtown with extended night times, 2. Making a rapid ride line that runs from downtown Renton, through the Highlands, through Factoria, Bellevue college, and through Bellevue, or 3. Keep those lines running until 11pm.

Brittini Shackewyc

Thank you for the reply, Jennifer.

I was hoping Metro could arrange for someone on their outreach team regarding the proposed cuts to come and meet with White Center residents and businesses. While we could share this information, I think it would be best coming from Metro to ensure clarity and accuracy in reaching our community. Do you know of any planned outreach activities otherwise I could direct White Center residents and businesses to, if they would like to engage with Metro directly? I would be happy to help Metro organize an information session/public meeting if not.

Please let me know. Thank you for your time and consideration!

Metro cuts outreach in White Center

Hello!

I am e-mailing today because I would like to reach someone in outreach regarding the proposed Metro bus service cuts. As a small, unincorporated community my organization suspects that the cuts will particularly affect White Center. We would love to have someone come and meet with the community to speak more. My organization, the White Center Community Development Association, will be holding our annual Community Summit on March 1st with transportation as one of the breakout sessions. Alternately, one of the local business merchants' organizations, the White Center Chamber of Commerce, holds monthly luncheons and would love to have someone from King County Metro come speak in February, March or April.

Please let me know with whom I can speak with at King County Metro to help White Center residents and businesses learn how Metro cuts will potentially affect them.

Thank you for your time and consideration. Looking forward to hearing back on this matter.  
Vy Nguyen

In regard to proposed cutbacks to bus service...

It's possible that some legislators who support cutbacks to King County bus service think that bus riders are free-loaders who can't afford cars, and that they don't deserve a taxpayer subsidy.

I do have a car, but here's why I ride the bus:

1. By not driving my car, I reduce pollution.
2. I reduce congestion.
3. I lower the probability of a traffic accident.
4. I reduce carbon dioxide emissions, and, therefore, lower my impact on global warming.
5. I reduce my gasoline purchases, and thereby reduce U.S. dependence on fossil fuel, whether produced here or abroad.

From these points, it's clear that when people ride the bus instead of driving, there is a positive impact on our entire society, and, therefore, it is appropriate for our entire society -- including non-bus riders -- to pay.

Thank you.  
Mike Arnow  
2329 A Minor Ave. E.  
Seattle, WA 98102

Hello,

I understand the bind that Metro is in and I'm impressed with the planning being taken should the funding not materialize. I also applaud the effort being taken to inform the public of the situation and of the changes that will be required for Metro to continue to provide their exemplary service.

So forgive me while I whine about how you measure the performance of your bus routes.

Naturally I don't understand Metro's performance metrics so it's facetious of me to criticize what I don't understand. However I can comment on what I observe, however narrow my perception may be.

I work downtown and I travel during the peak commute hours. I see bus after bus on particular routes that are nearly empty and I marvel why there are so many of them. I see certain routes with buses arriving every ten minutes downtown and few people get on. On the other hand my route, 143, has so few buses and the aisles are crammed with standing passengers. Every bus on route 143 is like this so I don't understand how it is considered to be an under-performing route.

My only conclusion is that the 143 is considered to be underperforming because the route carries fewer passengers overall than many other routes. But this is also self-fulfilling; many riders avoid this bus because it is so busy. It's basically the only route from Black Diamond, so I understand it may not be at capacity between Black Diamond and Renton, but between Renton and downtown Seattle it would make a sardine uncomfortable.

I understand that there are alternatives to this route and this undoubtedly factors in describing 143 as "under-performing" but wouldn't the converse also be true for routes like 101 and 106? There are often times when the 101 and 106 are not running at capacity and I have rarely seen them running standing-room-only, which the 143 does consistently. I've ridden these buses for nearly fifteen years and this pattern hasn't varied much.

So when I see this pattern, I question your algorithm for defining a "high performing" route. Yes, route 101 carries more people over the course of a day but that's because there are many more buses on this route for more hours. However, during peak hours the public would be better served having fewer 101 buses and more 143 buses. Instead, the few 143 buses are being reduced while the 101 is not. Doesn't it make sense to increase the Renton to Seattle Express buses during peak hours and reduce the 101 which isn't express?

Thanks reading this.

Regards,  
Alan Lawrence

Please do not make all the proposed cuts to service on the Rt. 12 line. During commuting hours, the bus is close to full along 19th Ave. Routes 11, 10 and 43 do not take passengers to the southern part of downtown (ferries, library, Pioneer Square, court houses and city hall, etc.). At the very least, please keep commuting hour service in place. The proposed cuts are drastic and wrong. The population density that is continuously building between 15th and 23rd Avenues is going to require GREATER not less service on 19th Ave. These are the wrong cuts at the wrong time.

Thank you for taking my view into account.

Elaine Nonneman  
226 21st Ave. E  
Seattle, WA 98112

Metro Community Outreach:

Our organization coordinates community meetings with SDOT on the Streetcar project and their current neighborhood parking study project. The proposed Metro bus changes recently was brought to the groups attention and the group would like to have a representative from Metro come speak to the community. How is the best the way to arrange a community meeting?

Thanks,  
Michael

To whom it may concern:

I reviewed the proposed changes to Route 12 and, I must say, they seem rather drastic. Cutting the service down from all-day to only a few peak hours will hinder many who use this route to get from downtown to the hospitals, as well as those whose commutes are not during typical commuter hours.

As one who will be relocating soon to the area served by Route 12, I am very concerned with the proposed changes and I believe they will likely cause me to drive more than I ride Metro. Although I understand the need to not have redundant service towards the end of the route, the #43 and the #10 are extremely out of the way and inconvenient for those who work near the south end of downtown. Numerous transfers will be necessary.

Though I understand the need to cull service, I hope that the end of the route is not cut and that all-day and weekend service continues. Perhaps if necessary, route frequency may be changed.

Thank you,  
Jes Erickson  
206-595-7371

Hello,

I am a frequent Metro rider and am voicing my support for the county's proposed transportation benefit district. At a time when Seattle and region are growing rapidly, the potential service cuts would have a disastrous effect on mobility and the economy.

I am happy to see service from the U-District to downtown Seattle and route 48 would be relatively preserved, but if the cuts go through I'm sure my buses to work, school, and entertainment would still be even more crowded and chronically late.

In fact, bus service needs to be greatly expanded with more frequent service in high-density areas. I would support a higher sales tax and car fee than proposed for making the region a world-class place to live, work, and play. RapidRide routes should also be expanded beyond the A-F lines, perhaps with another running along eastern Seattle from Lake City to Beacon Hill via Roosevelt, the U-District, and Downtown.

Thank you,  
Scott Bonjukian

I was struck listening to the NPR report 1/16/2014 at 4:45pm regarding the metro rate increases and possible additional taxes. I was "driving" following two metro route #2 buses following each other almost entirely empty 5+ people on each bus at 4:45 PM is that not rush-hour? Then westbound the #2 bus passes almost empty as well.

First thing should Metro should be considering efficiency of routes versus just charging us more for something people don't use?

eliminating routes on Queen Anne

Are you out of your minds? Yes, I am angry. I ride the number 1. You are reducing the no. 1 to where it would be a hardship on persons who not only will have an additional hike to and from any route 13 or 2, which are also going to be reduced but you are eliminating the frequency of these runs. You had already cut service on the number 1 earlier this year and it has been a significant inconvenience.

Why would you eliminate all evening service and weekend service on that side of the hill? It is preposterous.

I like riding Metro. I like not driving. Because I ride the bus, my driving has been cut to under 1000 miles/year. Apparently that will not be much of an option due to your poor planning and budgeting. I cannot imagine that there are public transportation planners with worse management skills than you.

Subject: Threat of Special Election for Transportation

1. Duh. Fare increases for outlying county areas is about 40 years late.
2. Why not a THIRD fare zone? White Center to downtown Seattle fare is the same as downtown to Auburn or Enumclaw or Carnation or Index. Who gets the bargain? The outlying areas!!! Is that fair? Really?
3. Reduced fare for low income? Oh sure, add another bureaucratic level, spend more money to collect less.....just how will this wild idea be administered? And with what efficiency? I'm disabled and under 65.....I can produce required documentation for a reduced fare coupon and mail it to Second and Jackson.....DISABLED makes it VERY difficult to get downtown to apply for said coupon but you still want me to make that trip. Or you don't, if I talk to others. The existing confusion is disgusting and turned me away. A telling sign for new services.....yuck.

Subject: King County Metro Buses suggestion

Hi there,

As a resident of Redmond who has heard of the Metro King County Bus system woes, I'm wondering--no, suggesting--that you cut route 224. I walk with my dog and child every day along Cedar Park Crescent and the 224 buses I see are nearly empty every time I see them, no matter the time of day. Seriously, I've seen like 2 people on this bus, maximum. Was this route a wise choice to implement? Who is this route serving? It seems like such a waste! I know there is talk of cutting routes and I just have to say, this one should go. And that's coming from a bleeding-heart liberal who loves public transit! I think that Metro buses could find much better communities to serve and I don't think that losing this route would have a negative impact (especially since so much of this community and outlying area works for Microsoft, which has its own commuter lots and shuttles around here).

Thanks for your time.

Subject: Suggestions regarding budget / revenues

I recommend, instead of charging more per ride, I brainstormed these ideas, last night, to help generate revenues:

- a) Charge more for the Orca cards
- b) Charge a fee to use the online service to re-populate the Orca card with more funds
- c) Stop sharing bus info with One Bus Away mobile application, and develop your own, and sell it, and/or a require a subscription service for it to the end-user.

Just some ideas (of many I have) to consider, instead of raising the prices... if the prices continue to rise per ride, I will be forced to buy a car, as it will become cost ineffective - and if you start deleting routes, then the bus becomes most ineffective for many commuters.

Subject: King County Metro Service, Service Cuts

For the context of my e-mail, 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 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.

The attached memo is a variation on an economics project I was assigned designed to evaluate a proposed .25 cent gas tax, (a bad idea). I modified the assignment somewhat, specifically to show that Seattle/Metro could take this idea, and use it to increase bus routes, lower rider fees, and dramatically reduce carbon emissions.

The numbers contained in the spreadsheets are conservative, but real numbers.

I think it is a crying shame Seattle/Metro is ready to announce that it intends to hurt the people it is meant to serve, when with a little effort they could be the heroes of Seattle, by actually helping them.

Best Regards,  
Joseph  
Joseph G. Kennedy

TO: Metro Transit  
FROM: J. Kennedy  
DATE: December 12, 2013  
SUBJECT: A Proposed \$0.25 per gallon gas tax to save Seattle, Metro Transit  
Purpose

To evaluate in some degree both the positive and the negative effects of a proposed \$0.25 per gallon gas tax increase as a means by which to raise revenue and reduce carbon emissions in the state of Washington e.g. as a means of improving the Seattle Metro bus system.

Recommendation.

It is my specific recommendation that you not approve the proposed \$0.25 per gallon tax. It is my recommendation that you suggest more time be given to allow for better outside the box creative thinking to find more equitable economically viable solutions which benefits everyone and does not punish the financially disadvantaged people in this state for being poor which is all that the proposed \$0.25 per gallon tax would accomplish.

Pros:

- The \$0.25 per gallon tax would generate approximately \$1,417,401,375 annually
- It would reduce the consumption of gas minimally at best.
- It would reduce the amount of carbon emissions by a very minimal amount.

Cons:

- A \$0.25 per gallon gas tax would hurt more people that it helps (see appendix).
- The poorer people of the state would be hurt while the wealthier would feel no impact at all.
- There are significantly better, more equitable solutions available than a \$0.25 per gas tax.
  - a) A carbon tax on new car sales for carbon emitting vehicles (see appendix).
  - b) A carbon tax on used car sales for carbon emitting vehicles (see appendix).
  - c) A carbon tax licensing fee on carbon emitting cars for homes with more than two vehicles per home (see appendix).
  - d) Provide better incentives for people to use mass transit, e.g. increase bus routes, lower rider fees.

A \$0.25/gal gas tax would barely reduce the amount of gasoline consumption in this state if it did so at all. Therefore, the amount of Co2 carbon emission reduced would be minimal at best. In all likelihood a \$0.25/gal gas tax would accomplish little to nothing in terms of a reduction in Co2 carbon emissions.

Co2 Carbon Emissions:

For the most part it is widely accepted that excessive amounts Co2 carbon emissions do the environment, society and the people living in it more harm than good. It creates more heart attacks, increases asthma attacks along with increasing a number of other negative medical problems in any given society (Washington Post, 2012). Clearly this indicates it would be wise for a society to figure out an equitable means of reducing the amount of Co2 carbon emissions by society. Youram Bauman a

professor at the University of Washington suggests a carbon tax as a revenue-neutral tax. This is accomplished by reducing taxes on items which would be environmentally and economically positive for the society and likewise increasing taxes on environmentally and economically negative items. In his report he proposes a per-gallon gas tax on a variety of different fuels, of which I do not recommend any of these aside from his \$0.32/gallon tax on jet fuel (Baurman, 2010).

In a report by Thomas Sterner, he suggests that if Europe had not increased its per gallon fuel tax, Europe would be using two-thirds more fuel than it currently uses, which is probably true. He goes on to suggest that the United States should follow Europe's lead (Sterner, 2006). This would be a mistake at this time simply because of a major oversight on his part. In his report, Mr. Sterner fails to acknowledge just how significantly superior Europe's mass transit system is compared to the U.S. He also fails to acknowledge how much easier it is for a person in Europe to get by without a car, or specifically the 2.5 cars per household in America (U.S. Department of Commerce, 2013). Suggesting more funding for mass transit would be a very wise use for a revenue neutral carbon tax (see appendix).

I encourage a close examination of the spreadsheets contained in the appendix for a dramatically better, more economically viable solution which creates a win, win scenario for both Seattle Metro and the greater Seattle populous. The proposed plan serves to both dramatically reduce Co2 carbon emissions by an estimated one million plus tons a year, while at the same time raises more revenues than a \$0.25/gal gas tax would. It also accomplishes this without punishing the financially challenged for being poor. The proposed plan generates approximately 1.8 billion dollars annually which can be used to, save jobs reduce bus rider fees and increase bus routes instead of shutting them down, and in the end, help the people of Seattle live better lives.

Hi DeAnna,

Is there a possibility of having a community meeting on this topic in the Snoqualmie Valley? Many of our citizens are challenged with the Metro services currently offered and are concerned by other changes coming their way, especially in the City of Snoqualmie. Some of those residents do not have transportation, which makes it difficult for them to attend evening community meetings in Bellevue.

Although Snoqualmie is not listed as a community meeting place in your materials, I have a very active readership through our local media and my citizens news distribution lists. I would be happy to promote a community meeting and believe you would have a good turnout.

Thank you very much. Please feel welcome to call me directly if you have time.

Joan Pliego

metro buses I think its not far that tax payers have to pay taxes to keep metro running. Metro already makes passengers pay to much to ride a bus, passengers are treated like crap by bus drivers and theres never anywere to sit. The bus is always dirty and grose to even touch anything. I am voting no and I know a lot of people that will not vote for this. WE SHOULDNT HAVE TO PAY METRO TO RUN BUSES, that makes no since.

Proposed April ballet issue to fund bus routes Your proposal to fund metro buses with new license fee and new tax is not acceptable. Those that use the buses should pay for the services. I notice many buses during the day operating with very few passengers, which can not be cost effective. The Metro bus system should be self sustaining. Find another way!

Hello, It would be devastating for all of us who are dependent on Metro Bus to take us to work, Monday through Friday. I've commuted Bus # 167 from Renton to the University of WA for several years now, and I find it very convenient where I park my car at the Transit Center. Bus 167 is always packed and full of people, mostly students and employees at UW. Especially the 2nd route in the morning @ 7:10AM that leaves at the Transit Center in Renton. There are always people standing in the hallway. Rather than deleting the whole 167 routes, please keep at least 2 bus routes in the morning and in the afternoon. Doing so will add more people driving on the road. I have seen other big and long buses that are running every 15 minutes half empty. Why can't this be reduced down to every half an hour at least, so that all the available resources can be distributed evenly, without compromising other routes? Just my opinion. They can ask the drivers of bus 167 how packed we are in the morning and even the some routes in the afternoon. When the school is not in session, just leave 2 bus routes in the morning and in the afternoon then. Catching Bus 566 in Renton to Bellevue would be challenging because that Bus is always packed because it is a small bus. Then we have to transfer from Bellevue to UW, what a waste of time commuting from 45 minutes to 1.5 one way, a total of 3 hours a day is wasted here for just commuting alone That is really stressful! Who wants to live a life like that? I think this is just terrible for a lot a bus routes that are being deleted. I hope the proposed solution will help. I'd vote for it! Thanks for listening and hope to hear from you. Merly

To my amazement, Route 154, is evidently slated for cancellation in the fall of this year. Many of us Sounder train commuters (mostly Group health and Boeing workers) use 154 to get to/from the Tukwila station to work on or by E. Marginal Way So.

I can personally vouch for the fact that many Boeing folks use that route and, in fact, the use of vanshares has reduced from about four to just one remaining van group due to the convenience of the train/bus. Even the few remaining vanshare folks use the bus as an alternative mode when working late or early.

It is particularly confusing as to why you would cancel this well-used route at the very time the newly expanded Tukwila station becomes operational and, hopefully, increases train ridership to/from Tukwila.

Elimination of Route 154 would have negative consequences to Boeing workers...and at a time where Puget Sound now has to compete with the rest of the nation for just about every expansion of Boeing capabilities.

I have passed these concerns on to the Boeing Commuter office who will be monitoring the status of Route 154 and, as necessary, be providing collective Boeing input.

You should strongly consider not changing or cutting routes that take high school kids to school in the mornings.

My son takes the 50 to west seattle high school and that bus is proposed to no longer go past the high school. He would have to take two busses which would take much longer in waiting times. For students who need to get to school, this is unacceptable.

Please take this into consideration,  
Sarah Parent

Suggestions from an senior, occasional rider

Dear Executive Constantine: I fully understand your effort to resolve Seattle's transit and budget crisis. I am a low-income senior who lives close to downtown and uses the bus often, not every day. I am dismayed that you propose to double senior/disabled fare to \$1.50 per trip. This will force me to use the bus less often. It's your loss and mine--I can walk! I ride the new D line sometimes. I have noticed numerous persons board this line by sneaking in through the middle or rear doors. They do not go to the front to pay their fare and thus gain a free ride. The bus drivers only watch the boarders at the front. Only once have I been asked by transit to show proof of payment. I have a very tight budget, am trying to assist the charities with small donations. Therefore I seek to decrease my expenses, not pay more sales tax or bus fare. Also I object your efforts to raise the sales tax to 10% of retail of purchase. We need a state income tax to capture the tax benefit of many millionaires and even billionaires who reside in King County. Are we a tax haven like Switzerland?

Cutting METRO Service

Please CUT the service! No more additional taxes! Evaluate your current services and make adjustments within your(OUR) means. I frequently see totally EMPTY METRO buses careening through my neighborhood. What a waste of resources and additionally, a strain on the environment!

Proposed Removal of Kent Routes 158 / 159

I am a 158/159 bus rider (a.m.) and Sounder rider (p.m.)to and from Kent Station. I would be willing to pay an additional .25 - .50 per trip just to keep the 158 or 159 running. It would be such an impact to have both discontinued at the same time.

There are so many people living in apartments/condos up on the Kent East Hill and surrounding areas because of the 158 and 159 runs. For those of us who have vehicles to get down to Kent Station, it's easier for us to choose between the route 150 or Sounder. Hopefully, train derailments/accidents/track repairs are few and far between because the 150 takes forever to get to Seattle.

With so many commuters who have to get to Seattle, I hope Kent Station and surrounding parking lots will be able to accommodate 1)travelers from Auburn who are coming to Kent Station because they do not have any room to park in Auburn, 2) Green River College students, 3) AMC movie goers, and 4)those wanting to browse the retail shop and enjoy local restaurants.

Thank you for listening.

I think you need to correct your 245 changes page. You have the 245 current weekday/midday schedule as coming by every 60 min. The fact is the 245 comes by weekdays - midday every 45 minutes.

I think you need to correct your 245 changes page. You have the 245 current weekday/midday schedule as coming by every 60 min. The fact is the 245 comes by weekdays - midday every 45 minutes.

Sell advertising space on Bus shelters instead of spending money on art work in bus shelters

--  
Mary Ellen Yarusso

Hello,

It would be devastating for all of us who are dependent on Metro Bus to take us to work, Monday through Friday.

I've commuted Bus # 167 from Renton to the University of WA for several years now, and I find it very convenient where I park my car at the Transit Center.

Bus 167 is always packed and full of people, mostly students and employees at UW. Especially the 2nd route in the morning @ 7:10AM that leaves at the Transit Center in Renton. There are always people standing in the hallway.

Rather than deleting the whole 167 routes, please keep at least 2 bus routes in the morning and in the afternoon. Doing so will add more people driving on the road.

I have seen other big and long buses that are running every 15 minutes half empty. Why can't this be reduced down to every half an hour at least, so that all the available resources can be distributed evenly, without compromising other routes? Just my opinion.

They can ask the drivers of bus 167 how packed we are in the morning and even the some routes in the afternoon. When the school is not in session, just leave 2 bus routes in the morning and in the afternoon then.

Catching Bus 566 in Renton to Bellevue would be challenging because that Bus is always packed because it is a small bus. Then we have to transfer from Bellevue to UW, what a waste of time commuting from 45 minutes to 1.5 one way, a total of 3 hours a day is wasted here for just commuting alone That is really stressful! Who wants to live a life like that? I think this is just terrible for a lot a bus routes that are being deleted. I hope the proposed solution will help. I'd vote for it!

Thanks for listening and hope to hear from you.  
Merly

Hi all,

I wanted to express my thoughts on the proposed changes to bus service in North Seattle. I know that I've posted similar comments elsewhere, but I'm still hoping for a more complete response. :)

I ride the 5 every day. I take it from my home in Greenwood to my office in central Fremont. I know several other people who make a similar trip. Many of them get off the bus at 39th and Fremont, as I do, and walk the rest of the day. Some of them take the 28 or the 40 instead, which stop directly in Fremont.

Fremont is a booming urban center. It has one of the highest concentration of jobs in Seattle; about on par with Ballard, and trailing only the U-District and greater downtown. When the 17 was converted into the 40, providing direct service to Fremont, it instantly saw a huge surge in ridership. Fremont is one of the biggest stops on the 40; a ton of people board, and a ton of people exit, in both directions.

Separately, it also bugs me that the 5 takes a complex and slow route between 43rd/Fremont and 50th/Phinney. If a car were driving that route, it would stay on Fremont Ave, passing straight through one light (46th), making a protected left (50th), and then following the road onto Phinney. Instead, the bus makes a torturous left turn at 43rd, squeezes around the block at Phinney, waits for a long light at 46th, and then waits for another long light at 50th.

Imagine a new version of the 5. From downtown, it takes Dexter or Westlake Ave to the Fremont Bridge. Crossing the bridge, it then stays on Fremont Ave all the way to 50th St. From there, it turns left and continues on the existing route.

Compared to today, this route wouldn't be much slower; the extra time it takes to serve Fremont would be cancelled out by the savings from avoiding the complex routing between 43rd and 50th. (You could even imagine working with SDOT to de-arterialize Phinney Ave between 43rd and 50th, and to de-arterialize 50th St between Fremont Ave and Stone Way, which would make the routing even faster.) This route would hit one of the most important urban centers, a place that the existing route so narrowly misses. The route would add key bus stops at 36th/Fremont and 46th/Fremont, intersections that have dense retail activity but no current N-S bus service. And most of all, this route would be \*simple\*; it would follow a straight path along major arterials.

Given the restructuring that Metro has currently proposed, I believe that this is a great time to make such a change to the 5. Here are some reasons why:

- There are a lot of people who live in between Greenwood Ave and 8th Ave, and so they can choose to take either the 5 or the 28. If the 28 stops serving Fremont, then without rerouting the 5, they will have no good alternative.
- Metro's current proposal will send only the 16 down Dexter, downgrading this important corridor to 20-minute all-day service. If the 5 used Dexter as well, then there would be a bus coming every 10 minutes. Instead, the 5 makes a series of useless local stops along Aurora.
- The new 355 will provide a fast trip during peak hours between Greenwood/Phinney Ridge/North Fremont and downtown. The existence of this route decreases the need for the 5 to have the absolute fastest possible routing.
- The fact that Metro is proposing to send the 16 through Fremont suggests that Metro views Fremont as an important destination to serve, even if it involves a major deviation. Sending the 5 to Fremont is much less of a deviation than sending the 16 is, so if the 16 change is acceptable, then the 5 change should be, too.

I know that you're busy, but I would be very happy to receive a detailed response; I'm sure that you've considered this issue, and I'd love to hear your full reasoning for why you didn't decide to propose this

change.

Thanks, and good luck! I'll be doing everything I can to make sure that Plan B passes. :)

~ Aleks

Hello,

South end Riders of the KCM 167 are trying to write letters and go to meetings to protest cuts of the 167 run and plead to keep it. Can you please provide me with information on a few questions as follows:

\* What the cost is for one 167 run?

\* How much money do you take in in total fares for one run?

\* What is the difference?

\* Also, can you name any alternate routes that would get me from either the Park Ave & Bronson, Renton or the Grady Way Park & Ride to the UW Medical Center, Seattle UW, excluding the 271. I hear 271 is also slated for cuts.

\* If alternate routes are suggested, can you tell me travel time?

Answers to questions above will qualify examples and facts in my letter to our senator and commissioners on transportation committees. Other riders are pooling together parts of co-rider letters for their letters to these officials as well. Any and all assistance you can provide with this matter is greatly appreciated. This is our lifeline to work. Work is our lifeline.

Thank you,

Pamela Thomas

By deleting 277 and 265 you no longer service the Rose Hill area. If you don't have a car it makes it very difficult to get downtown or to the UW. What good is a UW pass if there is no bus service? Taking connecting buses to get to another bus so you can get across the bridge takes too long when you already work 10 hours.

Chris Poppe

cpoppe@uw.edu

I am a 34 year veteran Metro Transit Operator. My ID is 1911. The web site and pamphlets say that the new routes 216 and 219 will not be changed. I believe that Metro should rethink these as there is a huge amount of service on these routes. I constantly see 216 and 219 buses on the Plateau running very close to each other with few passengers on board each. This observation is only good in the afternoon North of the Issaquah Highlands Park & Ride. I believe that IF Metro is forced to cut service levels dramatically, that these two routes should have service levels reduced. They do need to be kept but I do not believe that it would be cost efficient to keep them at their current levels.

2nd comment: The deletion of the all night service is a bad idea. King County is in the transportation industry because it is a necessary public service. While the late night service might not be as cost efficient as the rest of the service, it does provide transportation to a group of people that often are transit dependent.

I'm working for senior's apartment building near 18th Ave. S. & Jackson St.  
The route #14 & route #27 buses are our residents' life line. They are low income seniors, so they don't afford having cars. Our building doesn't provide 3 meals a day, so our seniors have to go shopping for cooking or eat at cafe or restaurants in China Town or downtown. Do you think they don't have to eat on weekends?  
#14 & #27 are the only bus routes for our residents to go out. Right now, the service is already cut, so those buses don't run so often, they need both routes. I don't think it's not enough passengers on weekends. I saw many packed buses on weekends.  
High end area people got enough money for alternative transportation, but low end area people don't get anything. That's not fair. Don't cut services for low income people's area. Low end area and people need public services most, don't they? Don't you think so?  
Please re-consider to cut the bus services of route #14 on weekends and deleting route #27.  
Reiko Rosenquist

I'm disabled. My right leg is a prosthetic. I can walk, but not long distances or uphill and downhill. My home in West Seattle over the past 20 years has been within reach of bus service to downtown and the West Seattle Junction. However, now that the 22 is gone, and the 21 is reduced to only rush hour service, I'm stranded.

These cuts will have a huge impact on my quality of life. My friends and co-workers don't relate to me as disabled, because up to now I've been able to participate in mainstream life. In combination with West Seattle's rapidly increasing population and congestion, reduced service bodes extremely unhappy times ahead.

With all of Seattle becoming more urban AND DIVERSE, transportation needs to keep pace, or zoning needs to change to STOP new development in places where there's no way out.

Intensely woeful,  
Bonnie  
BONNIE DUNCAN  
ASSOCIATE  
COMMUNICATIONS MANAGER

I am very angry about plans to eliminate Route 113.

One thing that might help with the so-called "funding gap" is if you would charge people from Zone 2 the Zone 2 price. I live in Zone 2 and gladly pay (oh, ok, my employer pays - but I would pay without my employer's subsidy because parking is so expensive).

But, since the Ride Free zone was eliminated, all riders are charged the Zone 1 price when they get on, downtown, and nobody pays the zone 2 price, regardless of where they get off. Riding from Zone 2 toward downtown in the morning, some drivers have the farebox set to Zone 2, but many drivers don't. So you fail to collect money you could collect, both directions.

I don't want to hear that there is some problem with the ORCA card. If there is, fix it. My administrator has been paying the price for a 2-zone, heavy-commute time pass, or at least she did until I told her that no is being charged for the second zone. Just go back to charging when people get off, and insist that the drivers ask for the Zone2 price in Zone 2. (I once had a driver refuse to charge it because she thought it was too "complicated." So, train your drivers a little bit. Maybe tell them they will lose their jobs if Metro doesn't collect enough money.)

Route 113 is typically quite full. By the time we leave the Park and Ride, there are usually few, if any, seats left, and it is often Standing Room Only by then. Where I get on, at 106th and 26th, there are always several riders on the bus before we ever leave Zone 2 for Zone 1. At the heaviest times, there is at least one person on each bench, already, when I get on, several stops before we enter Zone 1.

If I am forced to take the 120 instead, I will either have to walk nearly a mile, or drive to a park and ride. The blanket-blank 120 takes so long to get downtown, I'm not likely to take it at all. Oh, then there's the so-called Rapid Ride. I could use that and treat Westwood Village like a Park and Ride. But it should be called the "Rapid Ride" is not nearly as quick between Shorewood and Downtown as the 113, and I might get towed if I park at Westwood Village.

If you have determined that too few people get on or off in Zone 2 to merit using the 113, I don't know how you figured that out. The Farebox wouldn't tell you how many people get on or off in Zone 2 because so many drivers keep it set to Zone 1 in the morning and no one is charged Zone 2 in the evening.

If you want to fix the funding gap, go back to charging people leaving downtown when they get off, and tell your drivers they MUST set the Fare Box to the Zone 2 price when people are getting on or off in the second zone. Hell, you could increase the price for routes that for some reason you think are too expensive. Or increase the Zone 2 price for everyone, if charging to everyone in Zone2 doesn't increase your revenue enough.

I don't actually think anyone cares what I think. This is all just for show. The decisions have been made. But at least I can say I tried.

Is cutting bus service the method for dealing with the elimination of the Viaduct? We'll have to go down 1st, since there will be no exits from the tunnel. So we'll go down a slower route with fewer buses? That's really going to help home values in West Seattle, isn't it, because no one will want to move there since traffic will be so awful. So then you'll collect less in property tax, huh? And then you'll have a bigger funding gap, won't you? Round and round, but nothing you can do except make service worse and then say it's not your fault.

Maxine Stansell  
10803 26th Ave SW  
Seattle, WA 98146  
(206) 243-4248 (home)  
(206) 220-4474 (work)

(206) 234-8277 (cell)

To whom it may concern, is there any way Metro could reconsider cutting the #12 bus service on 19th Avenue, the line that runs north of E. Madison to Galer? There are many users on that line and probably more to come as schools expand, primarily middle and high schools, and students are forced to come from all over Seattle and the Eastside.

Thank you so much for your time and consideration.  
Kathleen Gallant

Route 47. I am writing to you today to implore you not to eliminate the 47 route on the Summit/Bellevue end. I have been riding this bus (and the 14 before it) for fifteen years now and I'm not sure what I would do without it. Please, please reconsider if you are planning on discontinuing this vital route that connects my longtime neighborhood with downtown. Thank you!

You will need to change your tag line once the bus cuts go into effect from 'We'll get you there', to 'We won't get you there anytime soon or in any manner of comfort!'

I will no longer have rush hour service from my neighborhood. You are eliminating the 250 completely and then cutting the 249 in half..... more cars on the road - and badly overcrowded alternate routes and no room at the Overlake Transit center even if I wanted to take another bus..... it's filled by 7:15 and the MS vans are still in the lot.

The 250 is full every single time I ride - I don't see how you all can think this is an under-utilized route. The 249 our only other option in the neighborhood means another transfer and we will now have 60 minutes between buses at rush hour - this makes no sense to me.

Thank you for the opportunity to comment on Metro Transit Service cuts and funding.

Transit should be considered a traffic-congestion relief strategy in that transit take cars off the roads. As a result, there is less congestion, better commute times for all, and benefits to businesses for on-time deliveries and personnel schedules--to name a few.

It is a false paradigm to seek transit to pay for itself from direct fares. There are indirect benefits that are not taken into account. Transit pays for itself by decreasing congestion, reducing the need to build more road lanes, and reducing the frequency for road repairs. The monies saved from having to purchase more right-of-way and laying down more asphalt are enormous.

In our area the Maple Valley Highway (SR-169) is full during AM and PM commute times all the way to Renton. Buses are trapped in that same bumper-to-bumper traffic and, thus, offer little benefit in terms of time to commuters. However, if a reversible HOV lane was striped down the middle (in the section where currently there are a total of 4 lanes west of 196th Ave SE), buses could zoom along at the speed limit. More buses could be added and much congestion eliminated. Everybody wins!

If we continue to somehow try to isolate specific parts of our transportation system--like transit--while not looking at the full cost structure of that system, we will never achieve a sustainable, fair, and agile system that meets its paramount mission: to move people and goods efficiently.

Peter Rimbos  
Member, Greater Maple Valley Unincorporated Area Council  
19711 241st Ave SE  
Maple Valley, WA 98038  
primbos@comcast.net

My name is Katerie Chapman. I am your constituent and live at 1629 Knickerbocker Drive, Auburn. I commute to work in Seattle via Metro bus. I support current efforts to: authorize increased local funding for transit, local roads and transportation; increase state funding to improve transportation, highways, roads and bikeways, and find other ways to help fund the state's transportation needs.

Thank you.  
K

The Honorable Dow Constantine  
County Executive  
King County Chinook Building  
401 5th Avenue, Suite 800  
Seattle, WA 98104

Dear Mr. Constantine:

I am writing to let you know that I've contacted key members of the House and Senate in Olympia to express my support for legislation that would give King County authorization to ask the voters to approve a local option tax to provide funds to preserve and expand Metro Transit service. Funding to support the increased ridership demands in King County is essential to the preservation of our quality of life and for the reduction in traffic congestion so important to our business community.

I live on First Hill in Seattle where, as you know, three of the region's major hospitals are located. Their several thousand employees use Metro Transit to get to and from work. Lately, this service has been less reliable because buses are very crowded and often bypass waiting passengers. We need more frequent service, not less, which would result if additional funding is not provided. One hospital estimates that nearly 1,900 hospital-bound people would use transit every day if it were available. If forced to drive their own vehicles, the resulting traffic snarl on streets leading to First Hill would become even more untenable than it is now.

You are probably aware that several new apartment buildings are under construction here on First Hill, and many more are being permitted. Because of this building boom, the existing traffic problems here will become intolerably worse if more transit service is not added. Emergency access to our hospitals will be threatened due to the gridlock we can expect.

We must find a way to avoid this terrible problem. My friends and I definitely will vote for a local option MVET if authorized by Olympia. If the legislature fails to act within the first weeks of the 2014 legislative session, we will support the creation of a Transportation Benefit District and the use of vehicle licensing fees for its funding.

I offer, too, testimony by members of the First Hill community at committee meetings in Olympia or before the King County Council if you believe that would be helpful.

Sincerely,  
Wendy Schoen  
Skyline at First Hill  
725 9th Avenue, Apt. 806  
Seattle, WA 98104

Regarding essential Seattle bus services: King County officials

This is to inform you of my letters to Washington State legislators to strongly request them to pass the necessary legislation and grant King County the authority to ask the voters to approve a tax increase to support Metro Transit.

The following is what I have written and I repeat my views to you with the sincerest hopes that King County will be able to maintain and continue what I have experienced as excellent bus services. Any reduction in such services is not acceptable either to me or to so many thousands of others in this city who rely on current good Metro services.

As an 80 year old resident of First Hill, I write to you with firmest hopes and expectations that the Washington State legislature will approve a local option tax to raise money for transit in this city.

My husband and I left our long-term home in the San Juan Islands four years ago to take advantage of Seattle city opportunities and services including superior health facilities. Since our move, I have been a regular user of the central Seattle bus services, in particular the numbers 3/4 and 60. The need for using our car has been greatly reduced, supporting a healthier, less congested and more livable city. In addition, senior citizens who shouldn't be behind the wheel can make good use of bus transportation.

The frequency of these buses plus the constant courtesy of the drivers have enabled me to reach important shopping and other destinations that would prove difficult to get to in any other manner. The bus services are my "ace-in-the-hole" as far as urban living is concerned and are of utmost importance to my continued well-being. There are surely many thousands of Seattle residents who agree with me.

Thus I can't urge you any more strongly to move ahead with legislation to maintain and continue to improve bus transit throughout this city. It is imperative that these measures are enacted in 2014 enabling King County to seek voter approval for a tax increase to support Metro Transit. I am one of those voters - and expect nothing less.

Sincerely yours,  
Mrs. Janet R. Davidson  
725 9th Avenue, #301  
Seattle, WA 98104

Honorable legislators and governmental officials- looming King County transit funding inadequacies and resulting service cuts make mandatory new legislation authorizing county voter enactment of a remedial MVET. Washington and King County cannot afford legislative and governmental inaction where the resultant failure to fund necessary King County transit needs will curtail essential ridership services and compound related traffic problems in Washington's most populous and economically important county. Please promptly take all necessary legislative and governmental action authorizing submission to King County voters of a transit MVET as needed to offset projected King County transit funding inadequacies.

Respectfully yours,  
Phillip E Gladfelter  
Resident voter, 43rd Legislative District.

<p>The Honorable Dow Constantine King County Executive Dear Mr. Constantine,</p> <p>I am writing to let you know that I have contacted key members of the House and Senate in Olympia to express my support for legislation that would give the County authorization to ask the voters to approve a local option tax to provide funds to preserve Metro Transit service.</p> <p>Funding to support the increased ridership demands in King County is essential to the preservation of our quality of life and for the reduction in traffic congestion, so important to our business community.</p> <p>Our First Hill neighborhood is fast expanding with many large apartment buildings already under construction or soon to be built. All adding to traffic congestion.</p> <p>Many senior citizens of First Hill in Seattle who no longer drive a car, depend on accessible bus service.</p> <p>Most of us would vote for a local Motor Vehicle Excise Tax (MVET) if authorized by Olympia.</p> <p>First Hill Community members will be glad to give testimony in Olympia or before King County Council meetings if that would be helpful.</p> <p>Sincerely, Else Cobb 725 9th Ave #1006 Seattle, WA 98104</p>	<p>Seattle, January 14, 2014</p>
<p>service reductions between Bellevue and Kirkland</p> <p>I see that the 235 will end at 10pm instead of 12am and the 234 will no longer go to Bellevue. How would I go between Bellevue and Kirkland after 10?</p>	
<p>To whom it my concern: Has the final decision already been made to cancel the Dart route 930 between Redmond and Kirkland? The 930 bus is the only option along the Willows road corridor and will leave businesses in this area without any service. I currently use this bus (&amp; the 232) every week day to travel to &amp; from work. Thank you, Charlie Ferguson (425) 260-2029</p>	

Dear Larry,

I am writing to you to voice my objection to the proposed discontinuance of the route 61 bus through Fremont, Ballard and Sunset Hill. We objected to the discontinuance of the route 17 local service a few years ago and were given the route 61 as a rotator bus linking us with other buses to reach downtown. Now Metro management wants to eliminate our connector. Elimination of the 61 and continued elimination of the 17 local means anyone from Sunset Hill traveling before or after the rush hours must walk over a mile to 24th Avenue NW to reach a bus heading to Ballard and continuing to downtown Seattle or the return trip. So any mid-day or late evening travel to or through downtown Seattle means longer walks in less than ideal conditions.

Please help us continue the fight for adequate bus service in Seattle that reaches Sunset Hill. As a frequent bus rider I put up with inconvenience of scheduling, being outdoors in bad weather, and rude/boorish bus riders to reach my destinations. I don't see that happening with the passenger cars that pass us in traffic. Maybe they should pay more for the privilege and subsidize Metro bus service. Bus riders might appreciate some amenities offered to drivers in their comfortable cars.

Thanks for your help.  
Gene Neuberger  
206-784-9917

Hi there,

I have a question about the budget shortfall. Has Metro considered taking donations? My fiance and I take the bus every day to work, and we would be happy to make a donation to help support public transit.

A well-run annual fund program could probably raise \$1.5-\$2.5 million per year, and a major gifts program could probably bring in two-to-three times that, not even counting the potential for grants and/or special events.

In addition to belt-tightening and other revenue sources, I think it would be worth considering starting a Metro Transit Foundations if one does not already exist. Public transit is such an obvious community benefit that a foundation would not have any problem acquiring 501(c)(3) status from the IRS. Just a thought =)

Take care  
Cole

214 route - Are you kidding?

You have got to be kidding on deleting 1/2 the 214 routes, especially if you delete the 215 route and put those people on the 214 into Seattle. You should look at how close and how far apart some of the times of the buses run along with the 554 schedule. A lot of the 214 buses run at standing room only, but then the bus that comes 2-5 minutes later is empty. Or a 554 comes and leaves packed, then the 214 comes (late) and leaves with a few people. Check your scheduling times with the 554 and put them at least 5-10 minutes apart.

Several times more than one bus comes at the same time because they are either running late or early. Like the bus due at 5:03 that comes at 5:08 - then the 5:11 bus comes and only a few people get on. Do better at scheduling & with the sound transit routes to spread out the times.

I drive into town several times a year because I am over 60 and will not stand in a packed bus or I wait at the bus stop for the next bus leaving town because I can't stand on a bus. I will have to go to driving more or change to the 218 if you delete 214 routes.

PS - most of us that live in North Bend or Snoqualmie don't take the bus from there because it takes much longer than if you drive into Issaquah and take the bus from Issaquah.

Janice M. Gilder

I have been a rider on Bus 2 for the past 39 years. I have used it daily for work for 35 years and now that I am retired, My wife and I use it for shopping downtown and to go to restaurants and theaters. The threat of cutback or elimination of this route seems to be shortsighted when we should be encouraging less driving. If this is because of state funding problems, please use your political contacts to make sure that we have continued service that we need. Sincerely, Croil and Renate Anderson

As I read the proposal for the cut of buses, I did not think moving route 73 to Roosevelt way is good for the riders. Most of the people, who catches the bus are on 15th Ave NE, not on Rosevelt way. If only buses 373 or 77 are left running on 15th Ave NE, then bus 373 should start earlier than now. Many people go to school or work at the University of Washington start early, before the 6:55 am arrival of bus 373 as now. Please reconsider your proposal.  
Thank you.

Good evening,

On January 7th, 2014, the Madrona Community Council discussed the proposed cuts to Metro service which would adversely affect our neighborhood. We've attached a letter stating our support for the proposal sponsored by the Central Transit Community Coalition: to retain the existing network of transit lines and instead to temporarily reduce frequency and time of day service until funding allows for service to be restored to current levels.

Thank you for your consideration.  
Bill Mahoney,  
Madrona Community Council, Vice Presi  
January 8, 2014

We are concerned about the severe cuts to transit service currently proposed by Metro to address a major budget shortfall. Our Madrona community – residents, visitors and businesses – will be severely impacted by the cuts and changes proposed for routes 2, 8, 12 and 27. We are asking Metro to consider the following alternative approach to meeting its current budget constraints: retain the existing network of transit lines and instead temporarily reduce frequency and time of day service until funding allows for service to be restored to current levels.

Eliminating routes creates gaps in the bus system's interdependent network, adversely affecting those who have no other mode of transportation. Many of our seniors, disabled residents, middle and high school students, and daily commuters, among others, are transit-dependent. Reducing the bus frequency of the routes is a far more equitable solution and assures that these necessary central Seattle routes continue to connect our seniors to medical facilities and other services on First Hill and Capitol Hill, our students to Central Area schools, and our daily commuters to work downtown. If routes are eliminated, there is no guarantee they will be restored when funding increases.

It is likely that King County will ask voters to approve a new tax to meet Metro's budget shortfall. But this funding strategy will not be implemented before Metro must finalize its proposed cuts. When casting our votes for increased taxes, these taxes should support the neighborhood routes we depend on daily.

We ask that Metro maintain routes 2, 8, 12 and 27, and reduce frequency as needed. In the future, Metro should take a more nuanced approach to handle necessary cuts to service and include the public in the discussion. In addition, we request that Metro abandon the proposal to restructure route #2 by diverting it to Madison Street and having it terminate at First Avenue. This important and productive route should be maintained and continue to serve the Seneca/Spring corridor, the downtown retail core, Seattle Center and Queen Anne.

Thank you for your consideration,  
The Madrona Community Council

Hello,

Please do not cut route 244. There are quite a few commuters from Nintendo, Microsoft, and other local companies that rely on this bus for daily transportation. Thank you.

Kristian Jaeger

Hyde shuttle

My mother uses this service as she no longer drives.Reduce or eliminating this is going to really hurt since she has some mobility issues.

<p>Please don't cut service to eastlake</p> <p>We eastlake denizens who work downtown heavily rely on the 66 express to get to work quickly and efficiently. I hear after the cuts we would only have the local 77, which pokes through the mire of fairview avenue. Attached is a picture showing the typical morning lineup for the 66. We ride it and we need it! Thank you Ben Humphrey</p>
<p>Prospective cancellation of Route 73 on NE 145th St</p> <p>Hello, I am a regular rider on Metro's route 73. I take it regularly to go to the Dr at UW Roosevelt Clinic. I take it from NE 145th and 20th NE, right in fron of the Paramount House Apartments, where I live.</p> <p>I have health problems, as do many of the other residents who live in our Senior Housing, and they catch the bus out from, too.</p> <p>Most of us do not own cars and rely on this particular bus. If you take it away, we will have to struggle to get up to 15th Ave NE and it will end up in us taking 4 buses instead of 2 buses to get back and forth to our Dr appointments.</p> <p>Please do not terminate this run! We depend upon it!! As a matter of fact, I have to go to my clinic today and that is what reminded me of the importance of my communicating it to you.</p> <p>Thanks for reading my comments.</p> <p>Yours truly, Christy Kristjanson 01/08/14</p>
<p>So, you are proposing to make up the funding gap by cutting the already ridiculously overcrowded for the 121, 122, 123 routes and ADDING 120 routes??? The 120 route comes by every 10 minutes in the morning. They bus leaves Burien nearly EMPTY! Yes, it may be full by the time it reaches downtown, but what about the taxpaying, downtown employees who are paying full prime fares to get to their jobs to be able to make the money to pay the bus fares? Instead, let's make sure that those routes that already are used by reduce fare paying people run MORE often – because that really makes sense – NOT! I get to the bus at 6:30 in the morning – just to be able to attempt to get on and potentially get a seat on the bus. Now, with the proposed cuts – that won't even be possible. Maybe somebody should actually take a closer look at the amount of people waiting for the 121, 122 &amp; 123 buses???? The last cuts made the bus riding experience very overcrowded and it's only getting worse. I know there is funding cuts, but take a look at the routes that are cut. Rapidrides were added – well, fabulous for West Seattle. What about Burien? Are you saying we now need to get to Seattle via a local route that will take an hour as opposed the 20 minute ride it should take?</p>
<p>Route 139</p> <p>Eliminating this route is going to hurt those who have doctor's appointments or people in hospital.In addition those with the medical conditions it is going to be an additional burden.</p>

Dear Sir or Madam:

I want to inform you of my objection to any plan that would eliminate the bus route #2 which provides service between the Seattle Center, downtown Seattle, the Central District and my home neighborhood of Madrona. I would much prefer to have the route maintained but with less frequent arrivals/departures and/or certain times of the day without service than to see the route eliminated entirely.

I ride the route #2 bus to and from my home in Madrona to my employer Virginia Mason Medical Center near downtown Seattle. My wife also works at the Medical Center and we often carpool. But almost as often, our departures from work do not sync, so that whichever of us is later rides the bus home. Without route #2 we would have to drive separately to work, taking 2 cars.

Please consider saving county funds by reducing, but not eliminating, bus route #2 service.

Thank you for soliciting feedback and for taking the time to read and consider my opinion on this issue.

Sincerely,  
Matt McCormick

Route 193 is a heavily used Express route serving south King county along the I-5 corridor to the First Hill hospitals. As much as ½ the route's riders will be impacted by the cancellation of the route at Tukwila. Additionally, changing the bus from an Express to a more local route, will lengthen my commute time, time I could spend with my family, as I cannot cut my work hours. Please do not make changes to this route.

Please do not cancel route 190.  
Thanks,  
Esther

Please don't cut the 47 bus line we rely on. We would pay higher fare to keep it. I am writing on behalf of all my neighbors who live in the 420 Melrose Building.

Thank you,  
Celeste Duncan  
206-291-0437

Thank you for the opportunity to comment on Metro Transit Service cuts and funding.

Transit should be considered a traffic-congestion relief strategy in that transit take cars off the roads. As a result, there is less congestion, better commute times for all, and benefits to businesses for on-time deliveries and personnel schedules--to name a few.

It is a false paradigm to seek transit to pay for itself from direct fares. There are indirect benefits that are not taken into account. Transit pays for itself by decreasing congestion, reducing the need to build more road lanes, and reducing the frequency for road repairs. The monies saved from having to purchase more right-of-way and laying down more asphalt are enormous.

In our area the Maple Valley Highway (SR-169) is full during AM and PM commute times all the way to Renton. Buses are trapped in that same bumper-to-bumper traffic and, thus, offer little benefit in terms of time to commuters. However, if a reversible HOV lane was striped down the middle (in the section where currently there are a total of 4 lanes west of 196th Ave SE), buses could zoom along at the speed limit. More buses could be added and much congestion eliminated. Everybody wins!

If we continue to somehow try to isolate specific parts of our transportation system--like transit--while not looking at the full cost structure of that system, we will never achieve a sustainable, fair, and agile system that meets its paramount mission: to move people and goods efficiently.

Peter Rimbos  
Member, Greater Maple Valley Unincorporated Area Council  
19711 241st Ave SE  
Maple Valley, WA 98038  
primbos@comcast.net

June route cuts

Hello,

I know in June many routes will be cut or changed. I live in Georgetown. Many of us here do not have cars and rely on routes 124, 106 and 60. Without these routes we would be forced to move as we would not be able to get to work or our kids to daycare. A lot of people use these routes. We have built a great community. Please do not force us to leave it. Not all of us can afford or want cars. We like metro and the service it provides. I personally have never bought a car due to how easy metro is. Please keep these routes in Georgetown.

Thank you,

Jennifer Ingle

To Whom It May Concern,

When I moved to Redmond seven years ago I was thrilled to see that public transportation SEEMED to be a major public concern to the King County DoT. However, in the years since I've lived here, it has become more and more difficult to make my commute possible. It has now come to my attention that you propose to yet again cut several lines that I use on a regular bases from your schedule.

I travel multiple times a week, including weekends, from Overlake Park & Ride to Kingsgate P&R (or Totem Lake if I cannot get to Kingsgate). I usually take the 245 to Houghton P&R and catch the 238 as this is the very best option for me.

And even more importantly, I also usually catch the LAST buses (235 to B-Line) home FROM Kingsgate to Overlake P&R at 11:40pm on weeknights and 11:26PM on weekends as there are no later options for me to take.

The worst part about this is that you've given me little to NO options for a replacement (I noticed you are also cutting the 252 from Kingsgate to Seattle). If you were to cut these lines, I would no longer have a late night option home and not be able to make my commute at all, which would result in either having to reduce my working hours (which I CANNOT AFFORD TO DO) or buy a car and start driving to work instead (which I cannot afford to do).

I also noticed that you are reducing the time for the SLU trolley, which is unfortunate but I would rather wait an extra 15 minutes for that and still keep the late night 235 and the 238.

I am very much in favor of supporting PUBLIC TRANSPORTATION, so I would very much like to continue to take these routes and continue to be a KC Metro customer. Please, PLEASE, take me into consideration when making your decisions. I really don't want to have to drive a car when we have buses available, but you KEEP CUTTING MY ROUTES and it's very discouraging.

I want to be a good citizen and take the bus, and I vote to give you money in elections, and always buy an ORCA pass, but no matter WHAT I DO, you STILL cut my routes!!! I am so frustrated with trying to defend the bus system to other people and just trying to get to and from anywhere is becoming more and more difficult - AND I LIVE IN A PARK AND RIDE (Village Apts at Overlake Station)! What is it coming to when someone who live this close to public transportation can't get where they need to go? Again, PLEASE take me into consideration when making your final decisions to cut routes. I cannot afford to drive, but you are beginning to give me very little choice in the matter if I cannot get to where I need to go with King County Metro or Sound. And please let me know if I need to forward a copy of this letter or contact other parties to help support KC Metro and save these routes from being cut.

Sincerely,  
Michi Vallieres, Long time Bus Patron

Dear Mr. Desmond,

I received your message entitled "A painful proposal: cuts when we should be growing." Thank you.

Any suggestion that I might have that would address the \$75 million shortfall eludes me. That said, if worse comes to worse and all the potential service cuts and modifications take effect, I do want to say that I strongly support Metro's proposal that Route 3 travel along 3rd Ave. W. rather than along the David Rodgers Park loop (DRPL). The neighbors I've talked to agree.

If, however, there is significant public resistance to elimination of Route 4 on the top of Queen Anne Hill and pressure by some DRPL riders to retain Metro service to the DRPL, may I suggest that a hybrid Route 3(4) be created as an alternative. The hybrid route would serve existing Route 4 riders and would not negatively affect Route 3 riders in any serious way. My suggestion:

Eliminate Route 4 both north and south of the CBD. Retain Route 3 south of the CBD. From the CBD north have the Route 3 bus travel its existing route to the intersection of Boston St. and Queen Anne Ave. N. Instead of Route 3 proceeding north to 3rd Ave. W. or to the DRPL, have the hybrid Route 3 turn south on Queen Anne Ave. N. and continue along existing Route 4; to-wit: to Nob Hill Ave. N.

Some of the advantages of a hybrid route are:

1. Existing Nob Hill Ave. N. and Queen Anne Ave. N. riders of Route 4 would retain more direct service to the east side of Seattle Center, Amazon.com, etc.
2. Existing Nob Hill Ave. N. riders would have the same distance to walk to a bus stop that serves the east side of Seattle Center as they do now. Eliminating Route 4 altogether would make it necessary for them to walk 7 long blocks to reach a bus that serves the east side of Seattle Center. In contrast, existing Route 3 DRPL riders would have only 2 short blocks to walk to a bus that travels to the east side of Seattle Center (Route 13 on 3rd Ave. W. with a transfer to Route 3 at Queen Anne Ave. N. and Boston St.). Existing Route 3 DRPL could also walk just 3 blocks to a hybrid Route 3 bus stop at Queen Anne Ave. N. and Boston St.

My concern about the proposed, potential modification to Route 3 and elimination of Route 4 is that pressure will be put on Metro to retain service to the DRPL, which would mean all day weekend Saturday and Sunday bus service, which would, in turn, mean diesel buses on the DRPL from early morning to after midnight. A frightful prospect for my neighbors and me. A hybrid route might reasonably counteract public resistance and pressure.

Please consider the above alternative, if it becomes material. Also, please pass the idea along to those you think appropriate. My neighbors and I would greatly appreciate it. Thank you.

John Jones  
2556 2nd Ave. W.  
Seattle, WA 98119  
(206) 284-3059

Hello Jennifer,

Thank you, I have a few more words to please pass along to those working on the bus cuts. Appreciate your time!

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 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 about the reason that 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 (causing over crowding), or 3)are unreliable because service continues to be cut/reduced, 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.

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, these proposed cuts/reductions will cause me (and many others) to be late to work more often, and in this unstable job market that is not good. With the 125 route (specifically) only running in peak hours, this is going to affect so many people negatively. 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.

Thanks!  
Nicole Alexander

I take a Metro Dart 913 each work day to/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 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 have taken the 150 when the train is delayed and I missed the 913. Not ideal when the weather conditions are stormy and snowy. Instead of arriving at the office by 7:15 AM, I arrived 7:45 AM. Attempting to get across all 7 lanes of W. Valley Hwy in the snow before the light changes was very difficult too.

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. Please consider saving this route or providing a better alternate choice. On the survey online, I recommended a Ride Share to/from the Kent Station to Center Point and Boeing.

Thank you,  
Valerie Kobe

Route 205 eliminated in 2014

I am just one of the many students who takes the 205 to university of Washington from mercer island. The buses in the morning are always full with people commuting to downtown seattle and university area for work, students who go to private schools like O'dea and university students like myself. With the changes coming up in 2014 this route will be eliminated. I strongly request that this route not be eliminated. If necessary reduce the frequency. I rely on this bus everyday and it would add a huge burden on my college commute time if this direct bus is eliminated. Thank you and hope you take this request seriously as I am just one of the many who feel this way.

Dear King County Metro: For at least ten years, I have responded to the threat of cuts in bus service by spreading the word, showing up at meetings, pleading with state legislators, and always voting in favor of Metro funding. Forgive me if I am repeating myself, but these are the hard facts: 1) We need an independent, local revenue stream to fund King County buses only. All the drivers who narrowly miss me on my daily walkabouts have a cell phone to one ear. The money from ticketing these people would be a start. Add to that the money from requiring bicycles to be licensed. If the mayor doesn't want that money for the city, riders will gladly benefit from seeing justice done. County executives are more knowing than I about where else to generate funding. 2) Washington State must wake up and impose a fair, graduated income tax starting at \$200,000. annual income, with the guarantee that no lesser income will be taxed, for the protection of the poor and those with small, fixed incomes. If struggling people are confident that their incomes are safe, they will approve an income tax on the rich and super-rich. Note that in every election year, political candidates of both parties fly into Washington, collect millions of dollars for their campaigns and fly off again, taking with them the dollars which might better have been paid into state coffers in the form of income tax, and which would fund buses, re-open schools, and fill potholes all over the state. Agencies at every level of government should use the occasion of their threatened services to beat the drum for a state income tax which would permanently end threats to our buses, health services, and schools.

I will end with my customary plug to retain the #2 bus route in Seattle. It is a cross-city line from Queen Anne Hill to Madrona Park, which may sound elite, but in reality takes employees and patients to First Hill medical centers, and carries all riders to Downtown, the Central Library, and Town Hall, prime forums for public information and the arts. It is a lifeline for the elderly and disabled, especially those in affordable housing all along the route. You have been justly praised for retaining the #2 line in the past because that single decision continued countless life-saving and life-enhancing activities for people of all income levels. I speak for everyone dependent on the #2 when I say that we hope you can find the money to retain it in 2014. Thanks for listening, and thanks for all you do. Sincerely, Jane Couchman, Uptown

#2 W Queen Anne

Please don't take away the #2 West Queen Anne.

On the 2 West Queen Anne Line there are 3 shopping and dining areas (2 - 5th Ave. W & W. Galer ST and 6-7th Ave. W. & W. McGraw Street,+ a small area around 6-7 ave. W & W Crockett st.), many churches, hair salons, bakeries, art, coffee shops, schools, library, nursery schools, antique shops, senior/disabled living not available with riding the 13. Also, this area has always had a higher portion of elderly and disabled people living in it. There are also places like the masonic temple (other groups besides the Masons rent out this space and use it regularly) only on the 2 line and even the community center will be serviced by both the 2 and 3.

Taking away the 2 instead of the 13 will overtax Access, which maybe getting cuts also (although they're so unreliable already and don't do what they should that I've heard people talking about a class action suit or contacting the ADA in WA DC - only heard so far - but heard from several people).

The 13 will be duplicated in a great deal with the 3 line on Queen Anne with the changes proposed - so there is no reason to keep the 13 (the youngest of the lines and only there for the college, which will now get the 3). The shopping on Queen Anne Ave will be available with the 3 line and anyway most people don't/can't use the bus to directly do their shopping on Queen Anne Ave on top of the hill(too much transferring) and most people end up shopping down at the bottom if using the buses at the Metropolitan and Safeway (that Safeway also carries many things the on top of the hill Safeway doesn't and it's on the 3 line). There are no schools that will not be accessible by bus if you do away with the 13 instead of the 2 and the only church is accessible via the 3.

Whoever did the planning, getting rid of the 2, extending the 3 and keeping the 13 - so that the same area is covered by 2 lines and other areas are not covered did bad planning and obviously doesn't know Queen Anne Hill. Since I've lived on the west side of Queen Anne Hill since the 1950's - I think I know it better and the needs of the people living here better.

You are doing away with the 2 W. Queen Anne and at the same time making the 3 duplicate the 13 in many ways. You should not do away with the 2 W. Queen Anne but the 13, as the 3 will service the college and the grocery stores on Queen Anne Ave.

A lot of seniors and disabled people live on the 2 W Queen Anne, there is a shopping center there not serviced by the 1 or 13, there are stores, schools, library, and churches not serviced by the 13 or 1.

The route to eliminate should be the 13 not the 2.

I noticed that the DART route #901 is set to be cut. This is terrible news for those such as myself who rely on metro. This is a major connecting bus to the transit center. Are there plans to have a similar route in place to get to and from Federal way transit center? Is this route for sure being cut?

Thanks  
Roland K.

I'm a senior and rely upon Metro transit as my sole means of getting around. If you have to cut your service I beg you not to make the cuts too drastic!

K. Nelson

To Whom It May Concern,

I'm writing to address the current proposed cuts to bus service along Eastlake Avenue, in particular the proposed elimination of routes 66 Express and 25. Currently, I commute from Eastlake and Lynn to the Columbia Tower every day. I regularly wait with up to 10-13 people who forgo riding the 70 ( which at 7:35 still has room in it) to ride the 66 Express. There is a huge demand for not just frequent stops on Eastlake, but also express service for the large amount of individuals who are commuting downtown or up to the University District.

Keep in mind, I feel convinced that my neighbors and I would support a ballot measure in favor of funding for King County Metro. As a community, we heavily rely on public transportation. The reduction in service will incentivize those who do own vehicles to drive, increasing vehicle traffic during rush hour, while those without will be left squeezed like sardines onto the remaining buses, or waiting as a full bus passes us by.

Please do not leave us without an express bus route to downtown. If you must cancel the 66, please replace it with stops by the 73 at the 4 express stops ( Aloha, Garfield, Lynn and Harvard).

Thank you,

--

Melissa J. Cunningham, J.D.  
mjc84@uw.edu  
(206) 356-7492

Hello,

Please do not cut route Dart 927. This bus is used by residents of many neighborhoods to go to work or Bellevue Community Collage. We need some bus from Klahanie and other neighborhoods to reach Issaquah or Issaquah Highlands transit center and after that take bus to Seattle or Bellevue.

When you will cut route Dart 927 many students, elder people and low income people will have difficulties to go outside of their neighborhoods.

Thanks in advance,  
Lev Lvovsky resident of Klahanie

Hi there,

I almost forgot this one -

PLEASE build park and rides that have more than one level! It's ridiculous to have a park and ride fill up in the morning within 15 minutes. More parking spaces are needed at park and rides - and a parking garage with multiple levels would solve this problem.

Julie Gillice

I take a Metro Dart 913 each work day to/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 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 have taken the 150 when the train is delayed and I missed the 913. Not ideal when the weather conditions are stormy and snowy. Instead of arriving at the office by 7:15 AM, I arrived 7:45 AM. Attempting to get across all 7 lanes of W. Valley Hwy in the snow before the light changes was very difficult too.

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. Please consider saving this route or providing a better alternate choice. On the survey online, I recommended a Ride Share to/from the Kent Station to Center Point and Boeing.

Thank you,  
Valerie Kobe  
Valerie J. Kobe  
Executive Office Administrator for Tim Peters, VP/GM  
Mobility, Surveillance and Engagement | Boeing Defense, Space & Security  
Ofc: 253-657-9001 | Cell: 425-306-4954

"If you have goals, when the opportunities appear, you will know what to do with them" - Clarence Schick, USN Retired Master Chief (my dad)

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"If you have goals, when the opportunities appear, you will know what to do with them" - Clarence Schick, USN Retired Master Chief (my dad)

Dear Sirs:

My husband and I are workday riders of the 306 bus around the neighborhood loop in Kenmore. We are in our early-60s and have ridden this route for many years to get to work. It will create a hardship for us if this route is discontinued. The walk to Bothell Way is too far for me, and in dark, inclement weather, not safe for my husband.

On my 7:15 a.m. pickup, there are usually half a dozen riders or more picked up on the way to the Kenmore Park and Ride. Often there are already no more parking spaces in that lot.

Not only will loss of the route create a hardship for those without cars, but there simply is not enough parking at the Park and Ride lots to accommodate the displaced riders.

I ask that the 306 route to continue and to serve the neighborhood loop.

Sincerely,  
Donna C. McLean, MBA

My name is Amber Tolbert. I am your constituent and live at 14301 Meridian Ave N. I work at Virginia Mason and I commute to work via Metro route 41. 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.

Route 41 is on the list to be affected by the budget cuts. Route 41 is a standing-room-only, overly crowded, major route that I rely on to get me to a job that supports my three young children. I rely on that same overly crowded route to get me home to my children. The other night, while freezing outside, a gentleman at the bus stop was trying to squeeze on to the bus, while there were about a dozen of us who were forced to wait for the next 41. This gentleman was pleading with people to move back, squeeze together, because it was his daughter's 4th birthday and he needed to get home. On most days I stand shoulder to shoulder with the metro driver, because the bus is so packed. I don't understand how route 41 could possibly be on the list for potential cut backs, as it is standing room only both directions morning and evening.

Raise the fares!

I understand Metro's concern that this will be a burden on people who can't afford the increase, but it will be less of a burden than losing service all together.

Yes, I want better options, but if my two choices are: (1) Scraping together the higher fare by tightening my budget or (2) Not having a bus to get to work or to the grocery store, I'll take the higher fares.

What stops will the revised #2 bus make on Madison? Those of us going to Virginia Mason or Horizon House need it to stop on 9th Ave., so we don't have to walk up/downhill to get to the entrances to Virginia Mason/Horizon House.

Comment about a Bus Driver

Thanks, Jennifer, for your response. Now if we can just get our legislature to tackle the transportation package and fund Metro, I will be hugely relieved! My bus, the 304, is on the chopping block, and last night I took the 358 about 10 minutes before the last 304 was to come to my stop at Third and Seneca to see how long it would take me to get to 145th and Aurora. It was an absolute nightmare--the bus was a short bus, standing room all the way out to about 100th, and by the time I walked to my house at 140th and Densmore, I didn't get home until 6:40! I don't care what they call the 358, if it's a "RapidRide" or the 358, I don't want to ride that bus, stopping all the time, crammed in there with people who are smelly, maybe drunk, etc., I want my 304!

No need to respond. Just keep the 304 for us and, if necessary, cut back on the earlier morning runs of the 304 that aren't as well utilized by passengers as some others. And get rid of some of those buses in the night that run nearly empty to save the 304. We have a lot of riders on the 304, coming out of Richmond Beach, and we are like family--I've ridden this bus for years. We need to keep this run!

Thanks.  
Nancy

Federal Transit Admin Grant

I read your article stating three new information kiosks have been placed on Third Ave. Metro states the money was funded by a Federal Transit Admin Grant. The article however doesn't say how much the grant was, how much was spent on these kiosks, and what would be done with any left over money from the grant. I personally believe that although this is great for the daily commuters within that area of Seattle, I'm concerned to know how much of the grant is left and if any of that money will be used towards the budget of Public Transportation, that I know we're all stressed about. Also, if you're able to make a new Rapid Ride E-Line, it sounds to me like you have money in the budget to do that.

I personally think Metro is making a HUGE mistake by stating the following buses may be taken out of circulation for good. 173, 158, 159. You have no idea how many jobs and lives you'll be effecting if you get rid of these routes. Thousands of folks each week depend on these routes for getting to work, shopping for their low-income families, and being able to get around to pay bills.

I look forward to hearing from you soon.

Sincerely,  
Jonathan Slater  
Covington, Washington

Hi,

I heard that there are some proposed changes to bus routes. I take the bus almost every day---I don't own a car. While there are changes to routes that I regularly take that affect me, in particular, the changes to bus route #8 (affecting service from John and 16th to MLK Way and Jackson street), really hit me hard. I hope these changes don't happen.

Thanks,  
Kate

Hello!

My name is Daniel Dicker and I am a data analyst for a public health research institution here in Seattle. In light of an impending budget crunch, there are a lot of bus routes that are slated to be eliminated or changed in the event that additional funding is secured. As someone who is both a big supporter of public transit and an advocate of data-driven decision-making, I was curious to learn more about how decisions are made regarding changing the metro bus routes and schedules. For example, what kinds of specific data do you use to make these decisions? How is this data collected? Are these data sets publicly available (detailed ridership by date and time, perhaps)? Are there data that you would like to have to use in your decision-making process but are not able to get?

I appreciate you taking the time for this inquiry. Have a very happy holidays!

Regards,  
Daniel

Hi:

As one who deeply resents the \$20 per car tab fee increase used to bail out your agency, I wish to go on record to say that the cuts are needed and your agency is not. The ongoing drama of these cuts is overplayed and a disservice to the citizens but who in government cares about us?

You imposed routes 226 and 245 on my neighborhood some time ago. Most of the buses still go by empty or nearly so, 20 hours a day, 185 times a day. It is an affront to my property rights and interests and yet no level of government will do anything about it. I will be forced to move away. At least now I know to make sure the next stop does not have 'mass transit'.

If only Tim Eyman were a King County resident. I've reviled the man for years but he could sure do some good with an agency as bloated and self-serving as Metro.

Russ Ayers  
302 156th Ave NE  
Bellevue

My name is Barbara Kinkade. I am your constituent and live at 3047 S Star Lake Rd, Auburn, Wa 98001. I work at Virginia Mason and I commute to work via Metro Transit. 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.

If something is not done to stop reduction of service to Metro Transit I fear the impact will be devastating to already gridlocked traffic to and from Seattle.

Thank you,  
Barbara Kinkade

Eric Paulsen  
Mathteacher4@live.com  
Dec. 5, 2013  
Dow Constantine  
King County Executive

Mr. Constantine;

I wanted to take time today to add my voice to others that would like to see King County Metro get increased funding, rather than make service cuts. For about 10 years I have studied issues related to transit funding in Washington State, as part of a research project that I call Transition 2030. Today the project has 2 websites:  
[www.transition2030.webs.com](http://www.transition2030.webs.com) and [www.future4washington.webs.com](http://www.future4washington.webs.com)

What is the problem?

Recent news has described how the Legislature has been unable to agree upon funding for modern transit systems in Washington State. As a result of this disagreement, King County Metro is facing the possibility of making 17% cuts in services.

What is the proposed solution?

With this letter should be a PowerPoint presentation that illustrates what I have been able to find from research. For many different reasons families are moving to Washington State and Western Washington. The state's population rises about by about 70,000 a year. Funding for King County metro should rise also, to meet the increasing demand for modern transit.

What do you know about this idea?

I advocate for Washington State to completely replace its current tax system with a moderately progressive income tax. The second website that makes up the Transition 2030 research project makes this presentation.

Many different Democratic Legislatures have responded to the website and supported the idea. One Republican asked, "if anyone was interested?" The need for transit funding isn't well understood in Eastern Washington, as much as in King County.

What is your request?

Again the purpose in my writing was to share research to show the value of increased funding for King County Metro. There is a Donations page on the websites if you would like to contribute to the Transition 2030 research project. Thank you for your time.

Eric Paulsen  
1301 N. 200th St. #5  
Shoreline, WA 98133  
Ph: 206-579-8177

Hello,

My name is Isaac Phillips. I am your constituent and live at 913A ML King Jr. Way South, 98144, near Judkins Park. I do not own a car, I work on First Hill and I commute to work and shopping via bus 4 or bus 8 depending on the day. I'm deeply concerned that the proposed Metro cuts completely eliminate both of those options for my neighborhood to get to First/Capitol Hill and to downtown. The proposed "alternatives" are not viable. The 48 stays well down the east slope of Capitol Hill and the new 106 route would stop well short of the top of First Hill, far from the medical centers and other businesses. Not only will these impede my ability to get to/from work but it will also mean I do more shopping online instead of in Seattle and dine out less in Seattle's restaurants since transportation will be so challenging. I'm sure I'm not the only person who will be modifying their spending behaviors as such if these cuts are implemented. This means less revenue for local businesses, less sales tax collected and thus a longer term economic impact than if we can figure out a way to fund Metro service. These cuts nearly cut off my neighborhood from easy access to the city center. This is a neighborhood in transition and in addition to my own inconvenience I fear that efforts to reduce crime and improve the area will be greatly hampered when there is less convenient access to the city making other neighborhoods more appealing to homeowners.

I support current efforts to authorize increased local funding for transit, local roads and transportation and seek additional ways to help fund the state's transportation needs. Please do what you can to help save Metro's current service levels.

Thank you for listening,  
Isaac Phillips

To Whom It May Concern,

I'm emailing to urge King County Metro decision-makers to spare Routes 244 and 930 from the pending cuts. These are extremely important routes that service Redmond and North Kirkland. In addition to high current usage, there will be dozens more people relying on these lines on a daily basis who will be teaching and taking classes at a new private high school starting in January at Overlake Christian Church (9900 Willows Road NE, Redmond). PLEASE keep both, or at the VERY least, one of these routes running.

Thank you,  
Josh McQueen

Please keep at least one 158 running. That would help those who have no way of traveling to the park&ride options or train station. I am one of those who will have a very difficult time getting to work without route 158. Thanks.  
Anne Unckles

Hello,

Please do not change the 355 route as proposed. It is the only way I can get to my job (on Roosevelt Way NE and 42nd, University district) in a timely manner. The 48 bus is too slow and crowded. If the 355 bus no longer stops on Roosevelt, I will cancel my bus pass and drive to work. I am sure many other folks will do the same. Then you will have even less funding.

Tina Calamia

My name is Rozz. I'm a local DJ and event promoter who uses the A line, the 124 bus and several others when I travel to gigs. I also use the bus to get my lady, my son and myself around for grocery shopping, doctors appointments, going to the movies and so on. If you cut 74 bus routes, it will be very difficult to work because as it stands I do not drive.

You have to be creative to find the funding to keep these routes going. Ever thought of crowd funding or running advertisements at the bus stops? There are creative ways to make the money to keep these routes up and going.

Thank you for reading this and I hope you can find a way to keep these 74 routes going. They are needed. Especially in south king county and rural Renton highlands, Kent, Auburn, Federal Way and so on.

Hello, to who this may concern: I was very upset to read the metro news letter stating that bus routes 26 and 28 in are in plans being of cut. I live on McGraw and Dexter. I travel on routes 26 and 28 to commute to work in downtown Seattle and I travel on these routes to special events in either Seattle or near Greenlake where the the bus route 26 goes. I am shocked these plans are in place because I know for a fact that I am not the only commuter utilising the use of these two routes. Without these routes my life in general will become more difficult and it will be even more difficult for people who are older than me. For me these two routes are a necessity and I hope these plans can be forgotten so that the everyday commuters can continue to use these two routes to travel back and forth from home, work, and so forth. I, as a metro customer would appreciate if these plans are diminished and never brought forth again.

Dear King County Decision Makers,

My name is Adrienne Elkin and I am a proud resident of the Eastlake neighborhood. It has come to our neighborhood's attention that there are proposed budget cuts that will significantly affect metro riders in our area.

My primary mode of transportation is the bus. It is unfortunate that metro does not view Eastlake as a significant metro riding area, and I hope you reconsider your stance on that matter.

Buses are often so full during commute hours that it is common for buses to have to pass my stop on Louisa and Eastlake since there is not even room for a single person left. We are a neighborhood that greatly relies on the bus system to transport us to surrounding areas, and we are not just simply a corridor for transporting people to downtown, but a thriving and lively neighborhood.

Please keep routes 25 and 66, as they are the only alternative routes during commute hours to and from work. Without them, all we have is the 70 which is already so packed and often has to bypass our stops. If for some reason the 66 has to be eliminated, then you must replace its 4 express stops with similar express stops on the replacement 73.

Sincerely,  
Adrienne Elkin  
2600 Eastlake Ave. E.  
Apt. 101  
Seattle, WA 98102

The #27 bus is used by Leschi families daily to get to and from school. It is the only bus that comes close enough to the school for anyone with mobility issues as the school is surrounded by steep hills to the west, south, and east.

The preschool at Leschi serves a low income population that uses the 27 bus for all field trips. For example, today the class of 20 took the #27 to the Seattle Center to see winterfest and go ice skating, a first for almost all the children. A few weeks ago, the class took the #27 to the Langston Hughes Theater in the rain to see Chicken Little preformed by StoryBook Theater. This was the first theater experience for almost all the children. These trips would not have been possible without the #27. Indeed, the stop closest to the school was put in by metro due to the necessities of the high poverty school population.

PLEASE DO NOT TAKE AWAY OR CUT BACK THE #27 BUS, as to do so would leave these families and students literally stranded.

Terrible idea, especially since the 12 and 10 no longer interline.  
Lots of folks, particularly those who hobble a bit, will be left with not much alternative.  
I must place myself among those. I visit my young grandson regularly on the 12.  
Fingers crossed,  
David Stallings

Living off the main drag in Bellevue it already takes me an hour to commute to first hill with at least 1 transfer but sometimes 2 depending on the time of day. If you delete the 265 and the 205 my transfers will become 3 or 4 and travel time will be extended due to wait time at each transfer. These are the two main lines coming and going from the east side to first hill. Hope you can find a way to keep some more routes not just for me but others who already spend too much time on the road.  
Kayla Peelen  
Nurse, Therapeutic Phlebotomy RN

Ashley,

Are you at the same address as you were two years ago? Doing the same thing?  
Someone else started the petition this time and handed it to me to send off. Frankly, I'm sick of fighting this battle to save Route 16.

The route is so important to the residents of Wallingford and East Green Lake that it should be a given to keep it intact. Woe is me.

Lynn Burnett  
the Hearthstone

I don't see a problem in actually making the service cuts. Instead of taxing us again and flushing the money into these unnecessary runs of empty buses.

One phrase I see quite often - "lower performing route" - sounds like nobody at Metro or King county is able to figure out why, so let me explain:

In today's times, there is no need for Mr. do-it-all bus, that takes an hour to cover 8 miles. All the direct buses that actually save people's time are always full and in high demand. Buses that stop on every corner and take seemingly half a day to arrive, are no longer practical and the county is wasting precious resources and resident's money.

The service should be more focused on major routes between residential and work areas, as most are already, but instead of these long useless neighborhood lines, replace them with short and efficient routes that will take people to the nearest major transit hub, like a Park and Ride or a Highway stop with fast connections to major destinations like Bellevue and Seattle.

Thanks.  
- Jerry.

You have the support of my family for the Plan B funding of metro transit routes if the state fails to provide relief.

I live in lower Queen Anne and don't like the idea of new taxes again but we rely on metro as do so many others.

Thanks  
Dan Hughes  
Uptown

My name is Debbie Jansen. I am your constituent and live at 303 sw Langston renton, Wa \_\_\_\_\_. I work at Virginia Mason and I commute to work via \_\_\_193X to Virginia Mason\_. 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.

My name is Leslie Stevens. I am one of your constituents. I work at Virginia Mason and I commute to work via Metro Bus 211. It would impact me significantly if we had the cuts to Metro that are being proposed. It would also impact the patients that we see on a daily basis here at Virginia Mason Medical Center. Many of our patients take the routes up to First Hill for their doctor appointments. Cutting these busses will hurt them, especially with parking being so expensive. I want you to know that 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.

Thank you very much for taking the time to read this.  
Leslie Stevens

My name is Amber Tolbert. I am your constituent and live at 14301 Meridian Ave Seattle WA. I work at Virginia Mason and I commute to work via metro route 41. 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.

Amber Tolbert

My name is Sandra Kelly. I am your constituent and live at 9315 NE 118Th Ln, Kirkland, WA 98034.. I work at Virginia Mason and I commute to work via Metro Bus #265. 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.

All of the 265 routes from the Eastside are going to be canceled. This route is essential for those who live on the Eastside and work in Seattle.

I am trying to save our environment and take the bus. How am I and others going to get to work if #265 is canceled. Please keep #265. I can't afford the toll and the parking.

Sandra

My name is Ellen Baglien. I am your constituent and live at 1415 2nd Ave. in downtown Seattle. I work at Virginia Mason and commute to work via Metro BUS every day.

I support efforts to:

1. authorize increased local funding for transit, local roads and transportation
2. Increase state funding to improve transportatin, highways, roads and bideways and
3. seek additional ways to help fund the state's transportation needs.

An emphasis is put on taking public transportation, yet King County Metro threatens important bus routes/frequency of service. I urge that every effort be make to prevent these cuts to such an important means of transportation for so many people.

Thank you,  
Ellen Baglien

Mr Constantine,

My name is Rita Kelly. I am your constituent and live at 11316 14th Ave NE, Seattle,WA. I work at Virginia Mason and I commute to work via Metro bus.

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.

Thank you for addressing this very important issue.

Rita Kelly

Mr. Constantine,

My name is Deirdre Mallory. I am your constituent and live at 9713 S 204th Ct, Kent 98031. I work at Virginia Mason and I commute to work via Metro route 143X from the Renton Transit Center. 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.

Sincerely,  
Deirdre Mallory

save bus service

We need more and better public transit. Please do what you can to avoid cuts to Metro's bus service.

Peter & Toni Haley

Madrona

patu@nwrain.com

My name is Nissa Erickson . I am your constituent and live at 300 Vuemont PI NE N-305 Renton. I work at Virginia Mason and I commute to work via Metro Vanpool and 193 express to first hill from Tukwila Park and Ride. If route 193 is cut It will increase car traffic on I-5 because people will not want to take two buses to get into the city . Also the return trip to Tukwila from Downtown via bus route 150 will be over crowded. I for one do not want a two hour commute each way to and from work if something can be done about it. 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. Thank you.

Hi again Marty,

Good to see you again last Tuesday, at the Metro service cuts meeting. First a suggestion re Rt. 27.

As you probably know, the lower Leschi neighborhood has been served by public transit for just about forever. The Yesler cable car line began operating there in 1887.

What haunts me is that those folks don't have practical options. On 19th Avenue, intending riders can walk 4 blocks west and catch the #10, or 4 blocks east and ride a 43 or 48. No such transit options exist for the folks in lower Leschi -- they can beg a ride from a neighbor, or call a cab. Or hitchhike. Hiking all the way up to remaining transit service at the top of the hill is prohibitive for most riders.

Like we said at the meeting, at some point public transit is a service. Yes, economic realities can force a reduction in that service, but they should not result in its elimination in areas that have been served so long and where no viable options exist.

Here's my alternative suggestion: Instead of eliminating service on the 27, shorten the route and reduce it to one coach. Instead of operating the length of downtown, have it terminate in a live loop in the Pioneer Square area, taking all of its recovery time at the east terminal. One coach could easily operate hourly service in such a configuration, similar to the level of service now operated on weekends.

Metro has already shown that every CBD route doesn't have to run the length of downtown -- the 43, 47 and 49 turnaround in the retail district, where riders can easily connect to reach other CBD destinations. The loop I'm describing here would do the same thing at the south end of downtown, in fact it provides a direction connection to Link light rail at the ID/Chinatown Station.

Suggested routing for the live-loop end: WB on Yesler Way, L on 2nd Ave. Ext., L on S. Jackson St., L on 12th Ave., R on Yesler Way.

This would greatly reduce the service hours and not leave existing riders totally disconnected. Please give it consideration.

Thanks

-Roger Pence-

Seattle/Beacon Hill

206-718-5465

Re Bus changes

Dear King County Metro,

In regards to your company needing more money to run the Buses without cutting back on service.

I feel that this issue is indeed important even when I no longer live in your area.

My plan..

For "every sporting game played" in any arena an additional \$1.00 charge added on to ticket price to go directly to King County Metro.

For "every non sporting event" an additional \$.50 added on to the ticket price going directly to King County Metro.

After all, King County used money from tax payer and funds that were for King County to build these arena's and it is about time that these arena's put money back to the community it serves.

Now I do not know how much players make, nor how much the county makes on the area's or even how much the bars, food places make but this is a fair plan.

Now if you make people have higher car tabs for their cars, I know I will not be licensing 2 of my cars.

Please re think your idea and look into my plan and just maybe you could refine it a little and make it work.

Thank You,  
Kristal Kurran  
8480 Icicle Road  
Leavenworth, WA 98826  
509 393 1282  
PS.

Your web site jumps back and forth like a flashing yellow light. Very hard to get into to.

To Whom It May Concern:

Please, please, please do not discontinue entering Bellevue College to stop at the on-campus shelter. I am an instructor who is often assigned late afternoon or evening classes. In the winter, it would not be pleasant to walk off campus in the dark when there are few people around (it is bad enough having to change buses at Campus Parkway where I transfer to the 75). College and university areas have become a favorite target of muggers.

Thus, I again implore you to not stop entering the BC campus. As a non-owner of a car, I rely on the metro system, which I think is outstanding. I only hope that you will continue the 271 route in its current iteration.

Thank you,  
Lynne Walker

Bus 125 and bus 128 (priority 2)

When are these 2 routes PROPOSED to be changed? Ie, the 125 to peak hours only and 128 route change? Which phase of the changes to be made.

John gray. 7745 14th ave sw, seattle

How can you end service route 150 from Kent to seattle before 11:00 pm. There are people that work 2nd shift that there only means of getting to work & home is the bus I ride that bus 6 times a week along with at least 12-14 other people on the 12:11 start time from Kent station. what you want to put more people out of work & on welfare. If this happens to this route you should change your moto to( We'll get you there if we fell like it.)

Hello,

I just received a letter this week that identifies that my transportation needs may be cut due to the Metro service sales tax revenue being short.

I am requesting that you do not remove this service for myself or countless others whose needs could not be met if they loose their transportation through ACCESS.

With it being \$45 per month for a bus pass to cover my needs and thankfully I have that monthly cost being covered by my employer. However, if my ACCESS transportation is cut, I will be looking at \$40 a day (my employer will not cover more) for just to go to and from work. I could not afford \$800 a month, let alone the cost will go much higher since this does not include rides to my appointments, shopping and other activities.

Loosing ACCESS would not only be impacting my financial well-being, but it would also remove the possibility of weekly medical appointments I am currently going through to hopefully one day be back to driving and no longer need this service.

If I loose this service and then loose my job, I would then loose my living premises and then end up in low-income housing, which would not help the system, but hinder it.

I know of several others that would probably be no longer working due to this possible cut back in transportation service. For some this may lead to lost hope, when ACCESS gives us currently.

Please do not remove ACCESS services from those who need it most.

Thank you,  
Emily Janiszewski  
425.556.9594  
ACCESS ID 114566

To Metro:

To make it more difficult to get downtown seems contrary to the desire of the city to get people on buses and out of cars. I have lived in Madrona for over 30 years and have always used the # 2 for going downtown, on a regular basis.

I urge you to reconsider restructuring the # 2.

Sincerely,  
Laetitia Ward  
37th Ave

Who are the decisions makers? I don't see this information on the website.

Solution:

End the First Hill Streetcar project. Simply end the project where it is now, and sell or do not buy the streetcars.

This was a foolish project from the start. I guess somebody felt that streetcars were cuter than buses.

The changes in traffic signage required have already produced near-gridlock on many downtown streets; at 4:30 PM for example, there is virtually no progress on Yesler way, and a two-block trip along 12th toward Yesler can take 15 minutes. This is due to the removal of the right-turn lane, and the signage stating "No right turn on red." As a result, the block of Yesler west of 12th is filled with cars at every cycle of the light; then nobody can turn right onto Yesler; this is repeated at the next cycle. Streetcars will be stalled and motionless behind this back-up.

Nobody is going to ride this streetcar, because it will not be moving, due to this gridlock.

Going West on Yesler between 14th and 12th for example, the streetcars will be stalled behind motionless traffic. Once potential riders realize this, they will no longer try to ride.

The choice is to end the project now, and save some money, or end it in a few years after it has been proven to be a failure. Either way, those who planned the project will look like fools; but better to do it now and save a little money.

With wheeled transit, the routes can be changed as needed; it was sheer stupidity to build a route that cannot be changed, being on rails. It is even more stupid to continue with this project while cutting other routes that DO have heavy use.

Steve Akerman

If you must reduce service on route 186 (Enumclaw-Auburn) please ensure that we have a couple opportunities to catch the train to Seattle in the morning.

Coming home please keep in mind people work until 5pm and ride the Sounder from Seattle to Auburn (5:12pm, 5:42pm & 6:12pm). We need at least 2 opportunities to ride 186 back to Enumclaw. I would suggest at least 186 leave the transit center at 6pm and 7pm if you are moving to hourly.

Thank You,  
Alan Spurgeon

To Whom It May Concern,

We just wanted to voice our disappointment and concern regarding the proposed King County Metro bus cuts, particularly the elimination of service on the #8 in Madison Valley and the Central District.

We are a family of 4, with 2 working parents, that have recently downsized from two cars to one because we are lucky enough to have access to convenient bus routes. However, the proposed elimination of the #8 in our area may force us to become a two-car family again, which absolutely pains us.

I understand that funding public transportation is expensive, but the short-term and long-term price of more cars on the road is far worse. Please maintain our bus service!!!

Thank you,  
Robyn Welch & Christopher Etzkorn  
403 Dewey Pl E  
Seattle, WA 98112

All I can do is add my voice to those who understand the importance of good mass transit for any vital metropolitan area. I ride the 242 every work day, and have done so for nearly five years. Government support for mass transit should be a given, but until leadership in a certain political party starts being honest with the louder-mouthed segment of their supporters the community will continue to struggle to keep critical infrastructure in place.

Jim Secan  
3222 NE 89th St  
Seattle, WA 98115  
(206) 430-0109

Keep the network but reduce the frequency of service. The #2 Madrona is a major component of the fabric that allows the inner city communities to function 24 hours a day. The citizens of the inner city communities depend on this transit network as it has developed and it now is.

David N. Rudo  
178 35th Ave E. and 1402 #1030 3rd Ave  
Seattle, WA 98112

Lack of bus service

Route 22 is currently the only bus with a stop anywhere near my house (4208 SW Thistle St), and it arrives approximately once per hour. As you are aware, Route 22 does NOT go downtown, but requires a connection in order to get to downtown. This service is extremely inadequate, and makes it almost impossible to utilize the bus for my work commute. To make matters even worse, I recently found out that King County plans to completely delete Route 22, so there will no longer be ANY bus service near my house. West Seattle already has fragile and sorely neglected transportation infrastructure, and the high bridge is the only reasonable route to downtown. The bridge is barely adequate on the best traffic days, and it backs up for hours on bad days. King County's decision to provide infrequent transit service to West Seattle, and now to delete a good deal of that service completely will only make matters that much worse.

I sincerely hope that Metro will reconsider deletion of Route 22, and will instead increase service so that my neighbors and I can leave our vehicles at home and ride the bus to work.

Don't cancel Metro Bus 265

My name is Sandra Kelly. I am your constituent and live at 9315 NE 118th Ln, Kirkland, WA 98034. I work at Virginia Mason and I commute to work via Bus #265. 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.

Metro is going to cancel all the routes 265. This route is essential for people that live on the Eastside and work in Seattle. Everyone is telling us to save the environment and take the bus. How can we do this if #265 is gone.

the proposed cuts to service...are insane. I live out by Lake Kathleen in Renton. I have lived out here since 1997. There are more people relying on route 111 now than ever before, and you are cutting a PM bus?! The bus is filled to capacity now. Plus, our route seems to get the buses that break down on a regular basis. My bus stalled and/or broke down twice in one week this week. You have got to improve & increase, not cut.

I'm writing to ask that you please keep route 25 as part of Metro's service.

I understand completely that funding limits require changes to service, but as it is the only bus to serve our neighborhood (Western Montlake, Portage Bay, Roanoke Park) it's continued service is essential.

(In fact, and clearly this is a long shot, but increased service on the 25 would be ideal!)

Routes that make quick and easy access to downtown are the routes that are most likely to be utilized. With that in mind, it seems like express buses for longer distances and short neighborhood routes should be maintained.

Routes like the 66 are ideal because they get the rider from their northern neighborhood to downtown quickly. Routes like the 70 are less convenient since they are overextended - no one from the U-District looking to get downtown will take the 70 - it mainly serves those few riders going from Eastlake to the U-District. Riders traveling from Eastlake to downtown can take the 66; and those traveling from Eastlake to the U-District can ride the 66 or the 49.

A third option - and this isn't really an option, I realize, more an idea - would be to fund smaller buses (think Access Bus sized) to run exclusively within neighborhoods.

Thank you for your consideration!

As a resident of the Hearthstone, I am making a plea for Metro to KEEP ROUTE 16 AS IT IS!!

The north end of the route goes by many medical places that we use on a regular basis (NW Hospital Annex, Polyclinic, 5th Ave Professional Center, Med Bldg at 5th NW/103rd, Pac Med, Group Health, etc.)

There are several banks, Target and Northgate mall entrances.

The elderly riders use the route during the less busy time of the day, not when the commuters are on board.

If you want to cut cost and thats why you are planning on canceling the 12, instead why dont you limit the route of the 48, because the 43 goes a bit of the same route as the 48. why cancel a bus that is very necessary for many people's daily commute, when you have two buses' routes (42 and 48) intersect for a good couple of miles. Dont make a whole bunch of high schooler's commute longer by them having to take an alternate route and possibly have to transfer several buses because the 12 would be gone. Don't cancel the bus 12 route.

Celia Amador  
Holy Names Academy Student  
Class of '17

I think it would be greatly appreciated if king county metro system did not cancel the 12 bus route. I use that quite often and I know a great number of my fellow classmates at Holy Names Academy use it as well. Please dont cancel it.

Celia Amador  
Holy Names Academy Student  
Class of '17

<p>I am sorry the economy does not support the normal level of transit service. I object to any form of tax/fee increases either county or statewide. Cut the routes necessary to stay within your current budgets. Raise the ridershipfees and quit allowing so many persons free services. Times are tough for all of us.</p>
<p>Please keep bus line #47 that goes to downtown from capitol hill running!!!! It is very important!! I need it.</p>
<p>Please consider raising fares on all fares to maintain existing service. And please consider raising fares more on express routes, so that express routes can be maintained for workers to get to work. Jill C. McCluskey   Perkins Coie LLP</p>
<p>Dear King County Decision Makers,</p> <p>My name is Jerome Healy and I am a proud resident of the Eastlake neighborhood. It has come to our neighborhood's attention that there are proposed budget cuts that will significantly affect metro riders in our area.</p> <p>My primary mode of transportation is the bus, both when I was attending graduate school at the UW and now as I work downtown. It is unfortunate that metro does not view Eastlake as a significant metro riding area, and I hope you reconsider your stance on that matter.</p> <p>Buses are often so full during commute hours that it is common for buses to have to pass my stop on Louisa and Eastlake since there is not even room for a single person left. We are a neighborhood that greatly relies on the bus system to transport us to surrounding areas, and we are not just simply a corridor for transporting people to downtown, but a thriving and lively neighborhood.</p> <p>Please keep routes 25 and 66, as they are the only alternative routes during commute hours to and from work. Without them, all we have is the 70 which is already so packed and often has to bypass our stops. If for some reason the 66 has to be eliminated, then you must replace its 4 express stops with similar express stops on the replacement 73.</p> <p>Sincerely, Jerome Healy 115 E. Roanoke St Seattle 98102 -- Jerome Healy Industrial Designer - SmartLab Toys JeromeHealy.com</p>

I am writing to "have my say" regarding proposed changes to the bus service in Georgetown if the funding gap is not closed.

I am a new mother who rides Metro to work downtown each weekday morning. I am just one person, but moving the 106 off of Airport will significantly affect my commute and sense of safety while riding Metro.

You see, there is a large group of riders on the 124 that board before downtown at Airport and Holgate just as the morning commute begins. All of these riders are clients of the nearby methadone clinic Evergreen Treatment Services.

Every morning dozens of riders board the 124 together as a large and intimidating group, all clearly high, and loudly discussing their "scores" and openly selling drugs to each other. Often they are aggressive with one another. Needless to say, this makes riding the 124 to downtown extremely uncomfortable. Every time I am on the 124 I experience anxiety. My neighbors who also ride this bus have expressed the same anxiety.

The solution has been to ride the 106. This bus is always on time, clean, well lit and comfortable. It is also very efficient since it travels down the transit corridor into the tunnel. I finally feel safe and at ease commuting to work.

If the 106 is moved off Airport way I will have no choice but to take the 124 again. How can Metro knowingly expose it's riders to such unsafe travel? There is little value to moving the 106 to Martin Luther King since that route has several bus options as well as the Light Rail.

If such unfortunate cuts must occur, please reconsider the residents of Georgetown. We are already under served and further reducing our transportation options is a burden we can little afford.

Thank you.  
Meaghan Kahlo  
mbkahlo@gmail.com

It seems counterproductive to cut bus service when the city is trying to get people to leave their cars at home.

I am a fan of Seattle's buses. Have been riding them for years.

--

Jacqueline B. Williams  
1301 Spring Street 24H  
Seattle, WA 98104

Metro transit:

Once again I see that you are proposing the elimination of the Northgate area circuit for Route 16. I wrote before listing why these changes in this route were so inconvenient and at that time the changes were deleted.

The same arguments hold. There would be a sharp deletion of convenient access to physicians' offices, Northgate Mall and other destinations, particularly for the elderly riders. Personally, since then I have given up driving (having donated my car) so the bus connections are more important than ever.

Metro is being used more than ever. Ridership is increasing. Eliminating useful and desirable access may achieve some short-term balancing of the books but it is not a good long-term solution. (I think further tax subsidies are essential and overdue, but I realize that's not widely popular.)

Thank you for your consideration.

Sincerely yours, Lois K. Johnson (lmkj17@gmail.com)

I will say this regarding the planned Metro Service cuts. I understand the necessity of the cuts due to the funding shortfall. That being said, I would support all funding proposals that make up the shortfall so as not to cut service. Public transportation is too important to the viability of our community to cut the service. If anything, the service needs to be expanded, not reduced.

Thanks,  
Nick

I think Metro is going to have to insist, on behalf of your riders, that adequate funding be maintained. If King County can afford to spend \$3 million (so far) for the defense of cop killer Christopher Monfort, then King County can certainly afford to provide decent bus service for its citizens. It is a matter of priority. Do you understand my point. For years, the routes 71, 72 and 73 have been turning away passengers on overcrowded routes. I attended a meeting years ago led by now-retired transit planner Jack Lattemann, who just talked and talked and didn't even listen to what any of us were saying. I remember that meeting very well, and whenever I am on a hopelessly overcrowded bus, I think of Jack Lattemann.

Hello,

I am a student of Holy Names Academy. I take the 12 bus daily in the afternoon and desperately need this bus to continue to run. My parents both work and they can not pick me up when school is over. I travel with a groups of about 15-20 girls daily. We all rely on this bus and without it many would have a hard time getting to where we need to go. Please consider keeping this bus route!

Thanks for your consideration,  
Sky

To Whom It May Concern;

Do not make these cuts! As an avid bus rider who travels all over the city on a daily basis, I will be greatly effected by this reduction. On of the routs cut runs right by my house! I will have to walk all the way up Queen Anne hill if this bus no longer runs.

Thank you for your time,  
Aimee Fertman

To whom it may concern;

I am writing to express my concerns with the proposal to eliminate the 193X from the Tukwila Park N Ride.

There are numerous of employees from VM, Swedish, and Harborview, that use this stop to get to and from work, and a lot of them are nurses and medical assistants, which are vital personal to the safety and welfare of the county.

Currently at the Tukwila Park N Ride there are only 3 into down town, and you are proposing to eliminate 2 that will leave the Tukwila residents with one option the 150 to get to work; whereas the Federal Way area has 8 options into down town.

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, at both times 5:58am and 6:31am. This bus does not fill up until the Tukwila Park N Ride.

On Tuesday 12/3/2014 I counted 45 people getting on at the Tukwila Park N Ride on the 5:58 run heading to First Hill. There were more people getting on the bus in Tukwila then were already on the Bus.

If you are trying to serve the majority of the South end riders, they are getting on and off at the Tukwila Park N Ride. People drive from Renton, South Seattle, Kent, Burien, Tukwila, and sometimes from the Kent Des Moines area to the Tukwila Park N Ride.

If Metro wants to eliminate any portion of the route for timing, or usage, it should be Federal Way Park N Ride, The Federal Way Transit Center, or the Kent Des Moines Park N Ride, those riders have 8 bus options including sound transit buses, that go into the down town area.

On the other hand if the proposed cuts go into effect, the people in Tukwila only will have one viable choice the 150.

I believe if you choose to cut the Tukwila Park N Ride, it will put more cars on the road. I know I will choose to drive my car instead of riding the 150.

On occasion I have ridden the 150, and each time I did not feel safe on this bus. The first occasion, there was a lady started ranting and raving and reaching into her bag, I did not know if she was going to pull out a gun, or what she was going to do; and on another occasion, I got on the bus, and some man I had never see before began to say threatening and crazy things to me, I just moved to the back of the bus, because I did not know what was going on with him.

I think if you will look at the data again, and compare the number of riders that get on and off at Tukwila, you will see that it is vital stop serves the majority of the 193X riders.

Can you please share with me the data used to come to the conclusion that Tukwila Park N Ride should be eliminated?

Please do not eliminate the 193X from Tukwila Park N Ride.  
Thank you Tukwila Resident

Twana Johnson

<p>I understand Metro is planning many upcoming changes to various routes. This is my plea. Please do not change the route of #73. Please keep it running down 15th. I cannot make it to the Northgate Transit Center to catch it. I depend on #73 daily to get me to work. Please, oh please do not change it. thank you.</p>
<p><b>Route Changes</b> I need Access Service. The proposed changes will eliminate this service. I still pay taxes. This change makes it impossible to get to medical services. You have already limited availability once. Is there no other alternative that to eliminate it. Why hit our area twice?</p>
<p>Hi this is Justin Shelton I have disabilities and I ride the buses to get to the store to get to my activities and to get to work and if these bus routes get cut I will have no way to get to work or my activities and I do not drive so I relli on the bus routes to woodinville the 931 the 372 to the u district to get to bowling and my mom's work and I relli on the 238 to get to my own work some mornings so if you cut these routes I would have no way to get to my activities or to go shopping at the stores or wherever I need to go</p>
<p>What about the people between Roosevelt Ave NE and 25th Ave NE</p> <p>If you cut out routes 72 and 68 you will have no service for the thousands of riders who now use these routes. Additionally there will be no service from the Northgate area to the University Village area. There are thousands of people who use the 72 daily. It is the bus we have used for years to travel to both downtown and north to the Lake City area. Additionally if both routes are closed, as a senior, we will have to walk have to walk from 18th to either Roosevelt or to 25th just to ride a bus unless we drive and if we would it would be just as easy to drive. What you are purposing is going to put more cars on the road not work at putting less. Someone is not thinking clearly.</p> <p>Don't come back and say that it is because of money, it truly isn't. Just think about what Pierce County found, they found it and saved many of their routes.</p> <p>I know that everyone wants their routes saved but when you remove every route through an area it hurts many, including a large number of seniors, college and high schoolers.</p>
<p>Please do not cut routes 26/28</p> <p>As you might already know, these routes are already overcrowded and service a lot of people in the community. I cannot understand how they are getting cut. Could we at least have reduced service for these routes?</p> <p>-Kris</p>

I suggest that Metro raise fares for the over-65 crowd to 50% of full fare. Having the over-65s paying 1/3 fares is somewhat ridiculous. Most other cities we have visited charge at least 50%. Los Angeles is an exception, ridiculously low fares.

Both my wife and I use the low fares. Few older folks would find a higher fare difficult to pay, as we don't use the bus as much as a commuter. But I do see a lot of older folks on the bus for a cheap ride.

Maybe a higher over-65 fare would help Metro's budget.

Stephen A. Hulsizer  
Ballard

With regard to the financial hardship of the METRO bus lines I have these comments please:

1) PLEASE keep bus 2 going to QUEEN Anne. We use that stretch from our home at Madrona to all 3d ave, Mercer Street and Seattle Center activities

2) PLEASE consider reduction of frequency as the first line of cuts.

3) Even though we are seniors we feel that seniors in general have more money than younger people and the reduced fare is appreciated, but that should be second in line for re-evaluation.

If you could register these remarks I would not have to attend the Dec 10th meeting at Union Station  
Thank you, Pieter Vandermeulen pvandermeulen@yahoo.com

206-324-4777

Please DO NOT get rid of route 139. This is a very important route and we need it especially for maintaining access to the hospital....(Highline Hospital)

Hello,

I just wanted to voice my concern about proposed bus route changes to the #12 route in Seattle.

Please keep running the #12 on 19th Ave. East between E. Madison and E. Galer. Eliminating this part of the route significantly 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.

Thank you,  
Jessica Kershner

dear Metro,

I have been depending on bus service to the south end of Mercer Island since 1978. I never have had a car, nor a license to drive one. I heard that Metro may severely reduce service to south M.I., and not too far into the future either. I understand your financial problems, and appreciate greatly your having been there for me all these years, when I needed you. And yet, I still need you! I know ridership may be low on the Mercer Island routes, and I could live with hourly weekday service to the North end of the Island, but NO service on weekends would be devastating to me - and most likely, to others who rely on public transportation to get off this island (or even, from the south to the north of the island). Maybe I could make the 90 or so minute trek to the North end Park and Ride/Transit center (surely not in snow or torrential rains), but what about an elderly man or woman? I think not! PLEASE reconsider the proposed total eliminaton of bus service to and from the south end of the island on weekends. Holidays too, for that matter. Thanks for your time and attention.

Sincerely,  
Eliot Caraco

Hello Metro,

I've commuted Bus 167 from Renton Transit Center/Park & Ride to the University district for almost 15 years now, and it makes me sad that Metro has decided to delete this route. Honestly speaking the Bus is full or sometimes people are standing the hallway on the Bus schedule that leaves @ 7:01AM at the Renton Park & Ride or 7:10 at Renton Transit Center. Sometime in the afternoon the last route 167 is pretty full.

I wish Metro will consider of leaving 2 Bus routes 167 in the morning and 2 bus routes in the afternoon, rather than deleting the whole route. It will just add more cars on the street if you do this. Plus it will take most of us between 3 to 3/12 hours wasting time commuting. This is sad, seems like we are going backwards instead of moving forward with our transit system.

Why don't you eliminate some bus routes like 43 or 44 that are running every 15 or 20 minutes, to save other buses like 167 from not being deleted? We are only asking to keep 2 bus route schedule rather than deleting bus 167 totally. This is frustrating with our transit system here in WA. State.

Bus 566 that leaves at the Transit Center is always packed and full and people are standing. You pay for your fare and yet you have to stand the whole time because the bus is already filled up. It stinks because of so many people wearing perfumes and colognes. Multiple times I have to get off the bus because I could not breathe because of my asthma.

I hope to hear from your about my opinion and suggestions.

Thank you,  
Merly Jones

Please consider:

- 1) Holding meetings in the evenings for those riders who work during the day.
- 2) Taping a presentation held at the meetings
- 3) Providing advice and contact information on how to give opinion about this.

Thank you and best regards.

Laurine Fabrick  
Rider of Bus 49  
l\_fabrick@hotmail.com

Is there a relationship between the priority number(s) on each row (route) on the big route by route chart with the timeline's reduction phase number? Did I miss a page that specifies what is proposed to happen at each phase time point? Thanks much.

Dear Metro Planners,

At a time when additional buses and routes should be considered, I find it incomprehensible that Metro is planning to cut 74 routes and change 107 routes. I commute from the Eastgate Park & Ride in Bellevue to Convention Place Station downtown Seattle. I can take a number of buses and leave most mornings by 6:45. Most mornings the buses are so crowded that by the time they get to Eastgate they are already full and I end up standing into the city. At 62 years old, that would definitely not be my preference. In the evening I take the 216 from Convention Place as it is the only direct route that I have access to. By the time we get to the University Street Station every night, it is also standing room only. Isn't there a safety concern on Metro's part regarding overcrowding on the buses currently? Cutting service will increase the safety risk and will also cause additional cars on the roads, increasing the traffic issues that are already horrible.

While I realize that Metro has a budget that it needs to balance, isn't it time for some creative thinking as far as fundraising?

I ask Metro to please reconsider the planned cuts in service.

Sincerely,  
Barbara Gardner  
4721 163rd CT SE  
Bellevue, WA 98006

I moved to Seattle two years ago and have commuted by bus in the time I've been here. I've been to two different meetings to speak out against bus service cuts in the time I've been here. Each time, I've commented as someone who is a bus commuter and works at a company that encourages the use of transit. I also volunteer regularly at a social service agency where people have no alternatives to public transportation.

Quite simply, these proposed cuts are devastating for Seattle residents. Because of proposed cuts to the 8 route, a bus which is standing room only most days I commute, it becomes much less feasible for me to commute by bus. Unfortunately, I'd be looking at needing to purchase a 2nd car for our household to get around because the inconvenience is too great.

Beyond my own inconvenience, it's unconscionable to me that public transit would be cut so much. Bus ridership is at an all-time high, and public transportation is a piece of infrastructure that our community MUST support for so many reasons: clogged roads, environmental impact, and the needs of people who cannot afford another transportation option.

Please find a way to fund transportation fully, and feel free to share my comments with those who are making decisions that affect so many of Washington's citizens.

Best,  
Amanda

I do not understand how the State can let all these proposed cuts and reductions happen.

Do I need to write to my Senator and the Governor?

How can they cut route 113? Or reduce the C Rapid Ride or 116x? I live in White Center and take the 113. My mother lives in West Seattle so when she needs my car I take the C or 116x.

How can they cut these routes especially with the viaduct work going on?

Asinine.  
Patty Miller

Regarding Bus Route #2

To whom it may concern,  
3RD AND MADISON IS NOT A DESTINATION!

I am writing to let you know how devastated my community would be if Metro is allowed to move forward with their proposed changes to Bus Route #2. The 5th most heavily used route in Seattle. Using the Seneca Street route makes sense! There is a reason why the #2 Bus uses its current route on Seneca Street and connects two inner city neighborhoods through downtown making real destinations accessible.

Metro's proposed route changes seriously reduces services from the Madrona Park, West Queen Anne, Central District, Capitol Hill, First Hill and Downtown neighborhoods.

Bus #2 today successfully serves the residence of these congested neighborhoods by delivering them to critical downtown connections and destinations such as: Light Rail, Westlake Mall, Pike Place Market, Seattle Center, Downtown Central Library, Poly Clinic, Broadway/Harvard Market, Seattle University, SSCC, Convention Center, Virginia Mason, Town Hall, and Benaroya Hall. With the proposed changes all the passengers, residence of these neighborhoods, would LOOSE easy access to these vital destinations.

The changes would require all the passengers of Bus #2 to get off and transfer at Madison and 3rd Ave. in order to reach their destinations. Madison and 3rd IS NOT A DESTINATION. It is a desolated, dark, empty, vulnerable transfer point. One I don't want to have to stand at to wait for another bus to get to where I am going, especially at night where there is no commercial or civic activity.

Transfers are not an option for many commuters; accessibility for the elderly, addition of time to the comment, and time of day and weather makes these changes unbearable.

Transfers would add at least 30 minutes to every ones commute in order to make any connection. Metro's service is far too scant to serve these connections efficiently. For me having to make a transfer downtown every time to get to my destination would change my life considerably in a bad way. A change I am not sure I would be able to face.

I plead with you PLEASE do no approve the changes Metro wants to make to the #2 Bus route. These changes will not serve the communities that the route currently links and make mass transit far less viable or desirable for its dependent passengers like myself.

These changes may look good on paper. But dropping everyone off at the bottom of the hill does not serve our communities or make sense for commuters. Especially at a time when mass transit is needed more than ever. And all the new arrivals to Seattle are use to and are expecting functional mass transit in this, their new city.

Best regards,  
Sue Ann Harkey  
927 22nd Ave.  
Seattle, WA 98122  
206 601 2420

I'm writing to request reconsideration of the closure of route 28 based on (a) recent campaigns to increase ridership and (b) upcoming closure of the viaduct and other factors contributing to traffic congestion.

(a) I began riding the bus with much more regularity following last year's promotions such as a free 1 month Orca pass and bus tokens from licensing of my vehicle. Prior to these incentives, I hadn't realized how convenient riding the bus could be. In addition to increased use of metro services, I realized I could easily ride my bike downtown along routes that I became familiar with while riding the bus. Now that you have successfully changed my commuting behaviors why would you dismantle the system you have conditioned me to use? I am dumbfounded as to why route 28 and others are being scheduled for closure after such an aggressive campaign to increase ridership and decrease single occupancy vehicles.

(b) Replacement of the viaduct is long overdue and Seattle continues to grow. Both of these factors will only lead to greater traffic congestion. This being the case, why would now be a good time to close metro routes? As far as I am aware plans to bring light-rail out towards Ballard are not existent; why would the city now be removing the public transportation currently being offered without replacement alternatives.

I rode route 28 to work this last Thursday @ 11:10; this not a high use time and yet nearly all the seats were taken. On behalf of myself and all of those riding route 28 with me I would request that those planning these ill conceived service cuts consider other alternatives.

Warmly,  
Dr. Tricia Teneycke

Hello,

I ride the bus to go to my volunteer activities, for appointments, shopping downtown and for generally getting around. It is wonderful to have safe, reliable and frequent services to the areas to which I travel. Thus, I am supportive of whatever tax initiative the King County Council determines is necessary if our State Legislature chooses not to act.

I understand the cut to the #4 as the service on Blaine etc on the top of Queen Anne does not seem to be used as much as the service on Boston etc. The reduction of the frequency of service to the other Queen Anne routes including eliminating the #2 and weekend service on the #1 is going to make it more difficult to use buses. The top of Queen Anne is an urban village and in the past 3 years there was been and continues to be more folks moving into the new apartments and condos being built. Thus, our buses seem to be full no matter what time of day I ride which is great except that now this bus service which allows density is probably going to be reduced.

Thank you for your efforts.  
gloria O

I regularly ride the King County Metro Route 71 (and also the 72 and 73).

Quite often, drivers on these routes have to actually turn away passengers waiting to board, and not just during rush hour. This has been a chronic problem on these routes for many years.

If you impose 17% service cuts, this will get much worse, and I don't think that the bus-riding public is sufficiently aware that this is going to happen.

People who are tired at the end of the day and want to get home from work may have to wait an extremely long time to even be able to board a bus. Many such people may not fully realize the serious impacts of transit cuts, and are going to be extremely shocked and very angry next year when these cuts are implemented (I assume that, since there has been no effective action on the part of the legislature, that these cuts will be implemented and there is not much we can do about it).

Two related questions:

1. Does Metro currently keep accurate and complete records regarding the number and location of trips where drivers have to turn away passengers?
2. Has Metro determined the impact of how an additional 17% cut in service will further aggravate the problem?

The frustrating thing is that all my elected officials (those I directly vote for) have declared their strong support for a good public transit system.

I understand that legislators such as Rodney Tom (who lives in Medina and works for Windermere Real Estate) is one of the influential politicians who is opposed to properly funding our public transit system.

Unfortunately, I do not live in Medina, so I have absolutely no influence over the votes of Rodney Tom.

It is unfortunate that the fate of transit riders is being decided by people who have no interest in improving public transportation, but that's the way it is. They are comfortable in their Medina homes and drive cars and never take buses nor know anyone who does, and that is that. Why should they care?

--

Richard Fuhr  
206-524-8049 land line  
206-491-5640 cell phone  
425-298-6178 google voice

<p>Hello there,</p> <p>I would like to inform you that without the 12, commuting on the 43 or other bus routes around the area will be not in any one's best favor. The amount of students that take that bus every work day is in great quantities. The bus stop has been so full at points that students have difficulty finding a spot to stand at the bus stop where they have to stand on the opposite side of the sidewalk and wait in a gigantic line in order to possibly get a space to stand on the bus. If these students move to the other bus stop convenient to them, the number of students on that new route for them will double in numbers, making students late for getting home if they have to stay back to catch the next bus. Currently, the buses are filled with a comfortable amount of space left with these students catching either the 12 or the 43, but commuting on only one of them with all these students would be a struggle.</p> <p>Please consider keeping the 12 in route. It would help many people out with getting to where they need to go.</p> <p>Thank you.</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 &amp; need to be in by 7:30. I can barely walk &amp; 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>Save the 25 Hello, Unless there are modifications to the routes on Eastlake to dip into the portage bay neighborhood, cutting this bus would be very inconvenient for my neighborhood. Please reconsider cutting this line so I still have the ability to get to/from work in a timely manner. Thanks, Scott Neste</p>
<p>I am opposed to the cancellation of the 25 route. I live on North Capitol Hill, near Boyer Avenue, and the 25 is the most convenient bus route for me to use to get downtown. Driving can be faster but involves battling the traffic and then searching for an expensive parking space. We need more public transportation between Capitol Hill and downtown, not less.</p> <p>Yours, Penny Hinke</p>
<p>Please don't cut the 25! I ride it all the time and love it. Sincerely, Elise Lufkin</p>
<p>Hello,</p> <p>I am writing to express my displeasure regarding the planned service cut of the 25 route. I use this bus route every single day to get to/from work. The bus is quite full when I ride it, so I don't understand why it would be removed. I urge Metro to reconsider cutting this route.</p> <p>Thanks, Alex Whitney</p>

Please retain Metro #8 route

I've just discovered that Metro plans to cut the eastern chunk of Metro Route. Please don't. For anyone who lives in Madison Park or Madison Valley and works in South Lake Union, the #8 provides a direct route. Currently, I get to walk half a mile to the MLK & Madison stop, then walk about a quarter mile in South Lake Union. This makes my commute nearly as quick as with a car, gives me a little exercise, and keeps another car off the road.

Let me make this crystal clear: if #8 stops on top of Capitol Hill at Group Health, I will buy another car to use just for commuting to/from work.

Thank you,

Shane Burnett

Please please do not change or reduce service on the #12 bus from Interlaken. I have lived in the neighborhood for 6 years now and almost always use the #12 for all my trips - to get to work, to take my child to school, weekend downtown shopping or art visits, etc.

Cheryl Jacobs, AIA, LEED AP BD+C

I am a medical resident at the University of Washington. I rely on the 43 as do many of my peers to take this bus to the hospital from capital hill. We often work long shifts and depend on this to get to and from work 7 days a week. Thank you for keeping this route running efficiently. Thanks

Katie Benziger, MD

Internal medicine resident, UW

I want to comment regarding potential cut of Route #47. Please maintain this route and service at night. The growth in the neighborhood is rising fast, and the route serves those of us who work downtown past 6 pm and go to events at night downtown, but live just far enough that walking from Broadway to Bellevue or Summit, or from Pine Street is either undesirable or feels unsafe. There are a number of older people and others with other mobility issues-for example, one of my neighbors is blind and takes the bus to work.

The #47 provides a real benefit to our neighborhood which is becoming more and more densely populated. Cutting the route completely would eliminate valuable service to many.

Thank you.

Karen

Greetings Councilmember Julia Patterson & Kevin Desmond General Manager Metro Transit Division;

I am an employee at Harborview Medical Center, I have been riding the 193 Express bus previous 941 Express for 20 years. We hear Tukwila is planned to be cut from the 193 Express to First Hill. It would be a challenge to ride another bus to downtown and wait for a 2nd bus to First Hill. I am also concerned about safety waiting downtown in early morning. The 193 Express is filled with employees from Harborview Medical, Virginia Mason, and Swedish Medical Centers also Polyclinic. I am appreciative of the University of Washington being able to provide reduced reliable and safe transportation to work and back home. Your leadership has been excellent for South King County I am asking you to try and ensure Tukwila receives a fair share of 193 Express transportation to First Hill and back home safely.

Thanking all of you in advance for your response during these challenging times.

Respectfully,  
Linda Lawson  
Tukwila Resident

Dear Metro and County decision-makers,

I understand that Metro is being forced to implement service cuts, and that one of the proposed cuts is the 12 route between 15th and Madison and 19th and Galer. I live on 19th near Aloha and I appreciate the ability to take the bus to the south end of downtown so easily. The 10 (on 15th) and the 43 (on 23rd) are not reasonable substitutes for the 12 because they go to the opposite end of downtown (and the 10 and 12 routes no longer connect downtown).

More important than my personal story, though, is that the 12 route currently ends at Stevens Elementary school, which my children attend. The current 12 route provides easy transport for our families who live in the southern part of our attendance area to get to and from the school. I also know that some parents drop their kids at Stevens and then take the 12 to get to work.

Please retain the current 12 route.  
Emily Lieberman  
Capitol Hill

Dear County Executive Constantine,

I live at the north end of Capitol Hill near the end of the #12 route. I am writing to urge you not to cut the portion of the #12 bus that runs along 19th between Madison and Galer. To adequately serve our community the 12 must continue to run all the way to Galer.

The 10 and the 43 buses are not replacements for the 12 as they neither serve the 19th ave corridor nor provide access to the same part of downtown as the 12.

Please ensure the cut to the 12 bus does not happen and that the terminus remains at 19th and Galer.

Thanks,  
Jules Cohen

Dear Mr. Constantine

I am troubled with the fact that King County Metro is unable to manage a budget.

I am one of those who commutes from Kent to downtown Seattle Monday through Friday.

At times I drive, and other times I do take the bus. Metro almost never runs on time. The days I take public transportation, it has taken me as long as two hours to get home.

The days I drive, I can be home in an hour.

Explain to me why, as a tax payer, I should pay more on my car tabs. Why does metro not raise what they charge for bus fare.

My time is important. It is frustrating when I am wasting up to 10 hours a week in time just commuting ( that is going from work to the Kent Station). I am gone from my home 11 1/2 - 12 hours a day. How is that feasible?

I am a foster parent, and have kids to care for. State law says that kids can only be in daycare 10 hours a day.

The days I commute in, I have to find others that are approved to watch the kids I am trusted to care for. Several of my co workers have the same complaint, that the buses don't run frequent enough, or are packed to standing room only.

Passing money onto the registered car owners is not a solution.

As a registered voter, I am disappointed in you and the King County Council members decisions.

Sincerely,  
Michelle McCain

Dear Executive Constantine,

I was horrified to learn today that not only will huge cuts be made to Metro bus service in King County, but that my primary route, the 304 – a commuter bus from Richmond Beach to Seattle, will be among those cut.

I am writing to plead your support for permanently increased funding for the Metro Transit system to replace the temporary funding that expires next year.

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, low-income and homeless families as well as elderly and disabled riders.

Our economy is finally starting to recover and this is not the time to be cutting one of our most valuable community resources. Not only would this flood the roads and parking lots with thousands of more cars, making life miserable for everyone, but it would leave thousands more stranded and unable to find work to which they can efficiently travel. Many people in Seattle and King County have no other options and can barely afford Metro as it is after the 80% fare increase over the last 4 years.

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.

Thank you for your valuable service to our county.

Sincerely,  
Caleb Richmond  
Executive Team Administrative Assistant

Dear Mr. Constantine,

I urge you to consider the impact that cuts to Metro service will have on an already challenging situation in Seattle. We heard last week that once again Seattle is in the top five U.S. cities with the worst traffic. We have heard the reasons for this shameful statistic, but it seems Seattle can change this dubious ranking only by investing in alternate means of travel. Putting the issues of our environment aside for the moment, I am not sure what it takes to convince policy makers to look at how reliable, convenient, frequent transit is directly connected to jobs and the economic well being of Seattle. As families struggle to balance meeting their basic needs with using a car to navigate their commute, it is clear that the price of maintaining a vehicle is going to be the first to go, putting more of us in a position to depend on transit.

It is with a sense of hope that I ask you to use your position to influence a decision to continue solid support for the Metro Transit system, as well as all Puget Sound transit options that support Seattle.

Thank you for your time.  
Polly Z. Schmitt, MA Education

Dear Dow--

The proposed bus cuts to West Seattle are completely unacceptable. Commuting from West Seattle is already a total cluster fuck. It regularly takes me more than an hour to get to my job at UW, and at its worst, it's taken me a full 2 hours to make the trip one way. With 2,000 new apt and condo units going online, we need to be doing all we can to increase mass transit to West Seattle, not decrease options (hey, how about light rail?!). Please do not allow these cuts to happen--it's an incredibly short-sighted decision.

Thank you,  
Chris Thompson  
4457 40th Ave SW, West Seattle,  
206-931-4366

Good morning, Senator Frockt, Representative Pollet and Representative Farrell:

Sending along the collective thoughts and concerns of the Wedgwood Community Council regarding the proposed major reductions in King County Metro transit service due to the current lack of a statewide transportation funding package.

Please let me know if there are any questions.

Respectfully,  
Keeley Hughes  
President  
Wedgwood Community Council

Greetings!

I was horrified to learn recently that not only will huge cuts be made to Metro bus service in King County, but that my primary route, the 304 – a commuter bus from Richmond Beach to Seattle, will be among those cut.

I am writing to plead your support for permanently increased funding for the Metro Transit system to replace the temporary funding that expires next year.

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, low-income and homeless families as well as elderly and disabled riders.

Our economy is finally starting to recover and this is not the time to be cutting one of our most valuable community resources. Not only would this flood the roads and parking lots with thousands of more cars, making life miserable for everyone, but it would leave thousands more stranded and unable to find work to which they can efficiently travel. Many people in Seattle and King County have no other options and can barely afford Metro as it is after the 80% fare increase over the last 4 years.

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.

Thank you for your valuable service to our state.

Sincerely,  
Danielle Richmond  
Student Employment Coordinator  
Office of Student Employment  
dani@spu.edu  
206-281-2047

<p>Executive Constantine,</p> <p>Today, As I listened to the radio, an interview (with you) excerpt was played describing the "lack" of an agreed-to Transportation Agenda.</p> <p>As an MS Advocate (Multiple Sclerosis), I'm concerned that many taxpayers with disabilities are potentially faced with the inability to travel to markets, stores, medical appointments, etc.</p> <p>Similar to the inactivity in Washington D.C., it's frustrating when discussions, meetings, compromises, deferrals, etc., result in no-decisions.</p> <p>Please urge the approval of a Transportation Agenda that will benefit all, especially those who depend on Public Transportation.</p> <p>Respectfully submitted, Karl Gerard Schiller</p>
<p>Dear Mr. Constatine. Thank you for taking the time to consider my concerns. I am currently a Transit Operator for Metro Transit and am terribly worried about the financial short-fall in the budget for transportation services. Selfishly I am panicked that my once secure job is now in grave danger of being reduced or simply eliminated. On a grander scale I am daily playing host to a plethora of concerns from my passengers who will not be able to get to and from work with the current service reduction plan. (One of the routes I drive is the 265 which will be completely eliminated.)</p> <p>As King County Executive I know you have the needs of the people foremost in your mind and actions. It is horrifying that public transportation is on the chopping block. It won't matter if roads are improved, bridges built, tunnels dug or jobs created if people have no means travelling to and from in a safe and timely matter. Please move toward a resolution and secure funding for Metro Transit.</p> <p>Respectfully, Holly Stewart</p>
<p>Don't cut route 12</p> <p>It is a valuable service to our neighborhood, for commuting, shopping and touring. The 12 is a safe way for neighborhood Tweens and teens to get downtown without being in cars.</p> <p>Thank you, Jeanne Hoppe</p>
<p>Keep the Interlaken route for the #12. Thanks, Patricia Ferrell</p>

To Whom It Concerns:

I live by 18th Ave E & Galer and ride the 12 bus 5 days a week to and from work and even use it to pick up my daughter up from preschool on Thursdays. For whatever its worth, she enjoys riding it. Cutting the service along 19th street would be a complete disservice to the community. I understand budgets are underfunded so cutting down the amount of times it travels down 19th street would be much better solution then outright cutting it completely. Cutting this part of the route would cause me to drive to work most of the time which would only cause more traffic.

Thank you,  
Jon

Dear Sirs,

I have viewed the proposed reductions in Metro bus service for Capitol Hill, and am writing to express my concern that the proposed cuts would adversely affect us. We are planning to be a one-car family, and will rely heavily on the bus service for commuting, errands, etc. The proposed reduction in service would impact us negatively. We request that the proposals are rejected.

Thank you,  
Suzanna Mak

Mr. Taniguchi;

I'm a 66 year old senior citizen who recently lost my car due to major repairs I could not afford. That meant I needed to begin riding Metro buses once again. When I first moved here in 1989, I rode the buses for 12 years before I decided to buy a car.

I worked 2 jobs, so rode 8 buses a day, including to the Eastside and back. Making connections work, checking timetables, etc. was much more difficult at that time.

My reason for writing today is to tell you how very grateful I am for some of the changes that have taken place since I stopped riding in late 2001. I can't tell you how much it helps to have the bus stops show how long until the next bus arrives on a lighted sign, taking much of the stress out of the "did I miss it or not" question. It helps so much! And the other thing I noticed immediately was that most of the buses have the stops shown on the lighted signs inside the bus at front and back. I have had many times when I was riding in an unfamiliar location, and craned my head around people to see which street we were passing, and when I needed to get off. Some of the buses even have an announcement of the coming stop, which in my opinion, on a crowded bus, is a lifesaver!

I have always thought how blessed I am to live in a city that has such tremendous transit services, and have always appreciated how hard Metro drivers work. I appreciate that efforts are always being made by the city to improve those services. Please never underestimate how much people like myself depend on those services to have even a modicum of independence. People are always quick to write someone to criticize; I thought I would write to tell you what a great job you are doing, and to thank you for the continued improvements.

Sincerely,  
Linda J. Pettitt

I read about the proposed vehicle excise tax where all drivers have to pay \$150 each year for every \$10,000 their car is worth. I WILL NEVER VOTE TO APPROVE THAT!!!! I live outside Seattle because it's more affordable and quieter. I have to drive 30"+ to reach a transit center in order to take the bus. My 2+ hour round-trip commute becomes a 3+ hr round -trip commute if I take the bus. Those people who live in the city and can survive without a car are NUTS if you think that we'll agree to this proposal.

I find it funny how you make no mention to this other than how you raise bus fare and lost some funding back in June. What about this? I think you need to address this.

Well one morning when I didn't fall asleep I noticed that the bus driver told several riders not to pay and he put his hand over the money collector. I saw this happen about 5 times. That is \$12.50 of revenue you lost. What is the deal with that? Maybe if your drivers have people pay you can keep some of these routes. If this is happening on one route how many others is it happening on? If the collector is broken you should have a backup of something that the drivers could use and maybe you will not lose the revenue.

To whom it may concern;

I am writing to express my concerns with the proposal to eliminate the 193X from the Tukwila Park N Ride.

There are numerous of employees from VM, Swedish, and Harborview, that use this stop to get to and from work, and a lot of them are nurses and medical assistants, which are vital personal to the safety and welfare of the county.

Currently at the Tukwila Park N Ride there are only 3 into down town, and you are proposing to eliminate 2 that will leave the Tukwila residents with one option the 150 to get to work; whereas the Federal Way area has 8 options into down town.

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, at both times 5:58am and 6:31am. This bus does not fill up until the Tukwila Park N Ride.

On Tuesday 12/3/2014 I counted 45 people getting on at the Tukwila Park N Ride on the 5:58 run heading to First Hill. There were more people getting on the bus in Tukwila than were already on the Bus.

If you are trying to serve the majority of the South end riders, they are getting on and off at the Tukwila Park N Ride. People drive from Renton, South Seattle, Kent, Burien, Tukwila, and sometimes from the Kent Des Moines area to the Tukwila Park N Ride.

If Metro wants to eliminate any portion of the route for timing, or usage, it should be Federal Way Park N Ride, The Federal Way Transit Center, or the Kent Des Moines Park N Ride, those riders have 8 bus options including sound transit buses, that go into the down town area.

On the other hand if the proposed cuts go into effect, the people in Tukwila only will have one viable choice the 150.

I believe if you choose to cut the Tukwila Park N Ride, it will put more cars on the road. I know I will choose to drive my car instead of riding the 150.

On occasion I have ridden the 150, and each time I did not feel safe on this bus. The first occasion, there was a lady started ranting and raving and reaching into her bag, I did not know if she was going to pull out a gun, or what she was going to do; and on another occasion, I got on the bus, and some man I had never see before began to say threatening and crazy things to me, I just moved to the back of the bus, because I did not know what was going on with him.

I think if you will look at the data again, and compare the number of riders that get on and off at Tukwila, you will see that it is vital stop serves the majority of the 193X riders.

Can you please share with me the data used to come to the conclusion that Tukwila Park N Ride should be eliminated?

Please do not eliminate the 193X from Tukwila Park N Ride.

Thank you Tukwila Resident

Twana Johnson

Procurement Manager

Benaroya Research Institute at Virginia Mason

1201 9th Avenue| Seattle, WA 98101

p. 206.287.1012

e. tjohnson@benaroyaresearch.org

You are most welcome and thanks so much for fighting to keep our service at as high a level as fiscally possible.

To Whom It May Concern:

The #12 bus is used by many members of our community (Holy Names High School). This bus route is vital for a number of students at HNA & Odea. We are trying to encourage responsible transportation - which means the city bus & that specifically, is route 12. With these students being young - we need to make sure they travel quickly & safely. I encourage you to keep Metro #12 & continue to run on 19th Avenue East between East Madison and East Galer.

Kind Regards,

Martie

I live on Queen Anne in a condominium that houses many senior citizens. Many of us rely upon the Metro bus system to move us around the city. I am 62 and have used the bus system for the past 5 years to commute from Queen Anne to North Seattle Community College where I work. I primarily use the #1 and the #16. I have spoken with most of the people who live in our building and many of our neighbors. We request that the bus stop for the #1 at 3rd and Olympic Place not be closed as it is conveniently located for many people. I would also ask that the number of trips from downtown to the North end not be reduced for the 16 as it is one of two (358) that conveniently moves folks from downtown to north end locations such as North Seattle Community College. As a matter of fact I live in Seattle so I can attend Mariner's games in the summer and the #1 takes me from my condo directly to King Street station and a very short walk to the ballpark. Without this service I will not live in Seattle.

I am only one person but I would absolutely support a levy or tax that I would pay to keep Metro whole, you run a wonderful service, and I have been extremely impressed with the efficiency of your service.

I appreciate your time and attention and please let me know what I might do to be of assistance.

#### Route 167 Renton to UW District

ROUTE 167 RENTON TO U. DISTRICT. METRO'S PROPOSAL TO ELIMINATE SERVICE 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:

- 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.
- Buses that cross the 520 bridge should not be eliminated as this will be a "toll bridge" later this year. It is unreasonable for students and workers to resort to using 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. The cost per mile to operate this service must be one of the lowest in your fleet and will prove to be very unpopular if you implement your proposal. We, the tax payers will fight this if necessary.

<p>Please continue bus route 12 north of E Madison to E Galer. A number of schools rely on that route to get to and from school and work. Thanks for your consideration. Dale and Deb Yamamoto</p>
<p>I have recently heard that you are thinking of dropping service on 19th Ave. in Seattle. I would like you to consider having the 10 go north on 15th east on Aloha and south on 19th. That way the people who have trouble climbing the hill on the north end will still have service and it spreads the coverage more evenly. thanks</p>
<p>I have ridden the 193X for many years and do not understand the reason for eliminating the Tukwila stop. There are at least 25-40 people that get off at this stop in the evening and just as many that get on at this stop in the morning hours. Has anyone evaluated this volume of riders? Have you considered how it will affect them? The only option is to catch the 150 and THEN get up the hill to the hospitals? This may have people consider giving up riding Metro and getting back in their cars. Not a good plan!</p> <p>I think it would be valuable to reconsider this change and save money elsewhere. Maybe you should consider to discontinue painting the streets with the bike symbols. Where did this pile of money come from to do this?</p> <p>Faithful and irritated Metro rider-</p> <p>Kathy Gierzak SCI Billing Dept Support 206-215-6114 Ph 206-215-6165 Fax</p>
<p>I know there are lots of reasons why METRO has no money, but one problem can be fixed: Start making sure everyone pays when they ride a bus or street car. I see lots of people whose ORCA card doesn't work and the bus drive waves them through - me included when I had lost my card and it took days to load money back onto the card. I also know that almost no one pays to ride the SLU Street Car - that's just dumb! These are just two examples, but multiply those by thousands and there's a lot of money not going into the METRO coffers. Seems to me that METRO hasn't managed its money very well and now all its customers are going to suffer. There's something very wrong about that.</p>
<p>Route 12 bus</p> <p>Hello, I commonly use bus line #12 from the 19th &amp; Mercer stop. It's the most direct route to downtown for me. I understand the need for budget cuts, but please don't cut this route. When I get on at Mercer there are already 6-10 people on the bus and we pick up people all the way into town, so it's not a ghost bus! It's well used, appreciated and wanted. If you need to cut a bus, cut the ones that don't have riders. Feedback from your bus drivers and fees collected will provide that information.</p> <p>Thank you for your consideration. Kris Parfitt</p>

Cutting bus service, especially to West Seattle, is going to hurt the traffic issue we already have, it is going to also hurt the economy by increasing peoples expenses and reducing the foot traffic in downtown. which will affect the businesses and comes full circle. It would be extremely stupid (for lack of better words) to further cut the buses. Government needs to reallocate spending from their 6 figure salaries to help improve the transporation issues in this city. We are big enough that it should not be such a problem. Please fix transportation issues, do NOT make them worse. Thank you!!

Please continue the #12 bus line to Galer!  
Please assure the safe, convenient transportation of our young and old riders by continuing the No. 12 bus line to Galer. The #11 is not a duplication of the service being cut. Please do not eliminate this route. Thanks for your consideration.  
Cassie Carroll

I take the #8 bus from Cherry/MLK to the Mount Baker Light Rail station regularly. Don't eliminate it.  
Love, Hal I. Tozis,  
Madrona

I ask that you reconsider the proposed cuts in #12 metro bus service between E. Madison and E. Galer. There are two schools located near 19th Ave. and Aloha whose students depend on this bus service to get to and from school each day. My daughter is a student at Holy Names Academy and takes the #12 bus home every day. We live in Issaquah and she connects with Sound Transit bus #554 in downtown Seattle. The proposed alternative using the #43 bus is concerning since that bus is already at capacity at peak times when school is dismissed. This would result in overcrowding in the bus and having to wait for later buses further extending the 90 minute commute time my daughter already has to get home to Issaquah. In addition, the transfer points from the #43 bus at Pine or Pike and 2nd avenue are not safe for teenage girls by themselves. I am concerned about the safety, commute time and convenience that will be jeopardized as a result of discontinuing Metro bus #12 service between E. Madison and E. Galer. At least consider maintaining the service during peak hours (2:30 – 7:00 p.m.) when the schools are dismissed and students are using this service to connect to other transportation to get home.

Thank you for your consideration in this matter.

Vaughn B. Himes, Ph.D.  
Executive Vice President, Technical Operations and Process Sciences  
Seattle Genetics, Inc.  
vhimes@seagen.com  
(425) 527-4112

Received notice today that you've scheduled a meeting for tomorrow?!?!? Who do expect to show up with a one day notice??? I suppose that is the purpose of a one day notice - you don't want anybody showing up because then you would learn that you suck. Who ever is in charge of metro transit should be fired. They have completely mismanaged that organization. It used to be a fairly smooth running operation but since the big push to get light rail the wheels have come completely off the bus. Trying to get anywhere on metro these days takes FOREVER.

Get someone in there that knows what they are doing.

Sincerely,  
Jim Greiner

I received an email today announcing a public meeting in my neighborhood tomorrow (seriously?) to learn about metro's impending cuts. I can not make that meeting at such short notice. I am very angry about this. Public transit should be a high priority of the county. Fix it!!!

Heather Graham, Seattle

Metro Route 66, and then some !

My second message to you (thank you for the response to my first):

With all the traffic dynamics, parking, costs asociated with owning, insuring, upkeep, and feeding of a vehicle, it NO wonder why people have followed some less expensive manner in which to get to and from.

Metro's ability to be recognized as a reasonable alternative to "one person in one car" is a extremely good answer, and with the "Park & Ride" lots so full, they need to be bigger and free to park there (although some spaces now charge a fee) - so it would seem that Metro is a LIFELINE for not only commuters, but for any kind of travel within the system.

When I first moved to Seattle's Eastlake neighborhood (2003), I went to Pike Place Market to buy a t-shirt for a friend in Wisconsin, and paid more to park than the t-shirt !

It took a mere 2.5 years before I gave up my vehicle, and embraced Metro.

So, understanding budgets and services with Metro, King County, it would be my pleasure to do anything I can to help keep Metro as stable as possible.

Bruce Hill

Once again, passengers were unable to get on this bus due to overcrowding at both the Aloha and Dexter stop and the Mercer and Dexter stop and the driver made no attempt to use the microphone to get people to move back to make more room. Metro should seriously re-think their proposed elimination of the 26 and 28 along Dexter replacing it with only the 16. You can't service the ridership along Dexter as it is now, so how can you think of reducing the available buses by 50% in the future? Especially with all the construction of new apartments along Dexter which will just increase the number of people looking to Metro to commute downtown. You should be focusing your cuts on under-utilized routes, not commuter routes like the 26 and 28 which are over capacity now. Why can't you just eliminate the 26 and 28 during the off-peak hours and keep them for the peak hours when they are consistently full?

The 193 Express should not leave out the Tukwila P&R.

1. The Bus still would go north to Seattle, right past it, so doesn't it make sense to stop and pick up passengers for more revenue.

2. The bus gets filled up from the Tukwila passengers (20-30 each bus) so why take a ½ full bus into Seattle which means less revenue.

3. It would be a dis- service to the paying passengers that have used this bus for over 20 years.

4. The Express gets us to our jobs in about 30 minutes from Tukwila. If it is taken away, it would be an hour commute because of transfers to get us up the hills to our jobs.

So please have to bus spend 5 more minutes to stop at a park and ride lot that is on the way anyway, keep getting the bus filled, and make us first hill passengers be able to get to our jobs without the hassle of transferring buses.

Thank you for really looking into this absurd change and making the right choice of keeping the stop at the Tukwila P&R.

Janet Burelison, PTA  
5620 S 121 St  
Seattle, WA  
#206-418-6428

Metro:

I'd like to comment on the Proposed Changes that Metro is contemplating....First off, this message is from many of us who currently ride the Rt. 200 Bus in Issaquah. This Bus Line is needed due to the fact that many riders take it to the Transit Center in Issaquah, in order to transfer to other lines.....to Seattle, Bellevue, etc. We would really be inconvenienced without the bus, also many Seniors who live in Issaquah, depend on this Bus to go to Dr. Appointments, grocery shopping and other important errands. So many do not own a car or have any other means of transportation, so this would hurt many Seniors -- if this Bus Rte. would be canceled.

We'd also like to add, that about 2 yrs. ago Metro introduced New Buses--which never worked.. They had Faulty Parts, or something wrong, so Metro had to return these buses and suffered a great loss in finances. This may be one of the reasons, that Metro feels the "cuts" in service are necessary, however, we feel that this is Metro's responsibility- and asking the Public to do with less services, is NOT the wise thing to do and not an acceptable alternative. Also, Metro is proposing an increase in Sales Tax/Gasoline Tax...in case Metro is not aware, the Gasoline Tax in WA is the highest in the nation...as is the sales tax. We can not afford any higher taxes not when there are other ways to solve this problem. Again, why should the public be asked to pay for Metro's Mistake in handling their Finances.... There are other ways in which Metro can come up with a better Solution, than making the Public responsible for it's Failure. Other cities have had to cut Bus Services at times, only to find that the public found "other ways of transportation" and consequently, they were running "empty buses," due to the cuts, that affected many commuters. So our thought is ---Metro should look first, within Metro, to see what you have done to cause the Financial Problems, that Metro is incurring now, and then, evaluate the situation, by helping the public - not by punishing us with higher taxes, and less Buses.

Thanks very much for your time, and please acknowledge.

<p>Please don't cut the 355 or 304! Thanks. Nancy Chupp</p>
<p>You have proposed to change the number 12 bus route. This bus route is the only way I can get home. You claim that you are improving the transportation for all bus riders. This is far from the truth. You are not preserving service for riders but taking it away from them. The proposed cuts make taking the bus increasingly difficult for me and all other Holy Names Academy riders. Please rethink the decision to cut the number 12 bus route.</p> <p>- Cory Kieras (A Holy Names Academy Student)</p>
<p>Dear Gentle People: I understand that Metro is considering eliminating the #25 bus route. My assistant takes this to and from the office downtown to her home on Portage Bay. There is no other bus which gets her closer than 10 blocks from her house. We need to find ways to improve and expand bus service, not cut it back. If we have to raise revenue to do so, we must. This not only provides service to individuals, but reduces the pollution and improves our community. Donna M. Moniz (206) 223-4770 Johnson Graffe Keay Moniz &amp; Wick, LLP 925 Fourth Avenue, Ste. 2300 Seattle, WA 98104</p>
<p>Number 12. Please do not eliminate or shorter the #12 bus route! It i a critical part of our neighborhood. Thank you.</p>
<p>It is learn that you are going to stop route 193 to Tukwila to first Hill &amp; Cherry Hill. It is very pain full to hear it. It will heart me when it stop it. It is requested that give us another bus for same time for First Hill &amp; Cherry Hill campus. I live at 13969 52nd Ave S, Tukwila, WA, 98168 and taking route 193 for the last 15 years. I am senior citizen. Thank you. Davinder Singh Parhar, 13969 52nd Ave S, Tukwila, WA, 98168. I am working in the Swedish Hospital.</p>
<p>Good morning,</p> <p>Route #193 Express is the only bus that serves the First Hill Major Hospital area from the sound end. The Tukwila Park and Ride is 30-40% of the bus population that rides the Express and elimination of this stop adds 30-45 minutes to a person's commute. As a parent of young children, I cannot commute to work via bus and meet the daycare rule of 10 hours with the additional commute requirements. I would be forced to drive in which I can't afford which impacts the congestion and leaves a carbon footprint.</p> <p>Also, the major users of this route are the hospitals, the Blood Center, and the community that either uses these services or supports them in their work. To eliminate the direct route will impact the services, hours and abilities of the hospitals and its employees to have a flex schedule to adjust to the needs of the community in which it resides and whom it serves.</p> <p>Nearly all of the buses leaving Kent-Des Moines station already route directly to 5th and Seneca. Consider diverting one of these buses to "service" the north Seattle routes and leave this vital route that is often standing room only intact.</p> <p>Thank you. Linda Dement</p>

<p>Don't eliminate full version of #12 bus route</p> <p>Please assure the safe, convenient transportation of our young and old riders by continuing the No. 12 bus line to Galer. The #11 is not a duplication of the service being cut. Please do not eliminate the #12 route. Thanks for your consideration.</p>
<p>PLEASE, PLEASE, PLEASE Do NOT change the 66 in any way. I have come to rely on weekday and weekend services to get to and from work. This is a wonderful route from Northgate to the ferry terminal - and all places in-between.</p> <p>The drivers are kind, helpful, and courteous. The two stops in Eastlake are so precious to many, that a change in this SERVICE would severely damage Metro's image.</p> <p>So, PLEASE do not change the route or stops for the 66.</p> <p>Bruce Hill Eastlake resident since 2003.</p>
<p>Hi Metro Customer Services,</p> <p>I live in Shoreline and completely depend on Metro for going to and from work at the University of Washington. I usually take route 373, but there are times when it does not run (e.g., UW classes out of session), and I then take the 68 and 303. If both 68 &amp; 303 are eliminated, what alternative routes can I take that serve Shoreline and the University of Washington?</p> <p>Thank you for your assistance, Susan</p>
<p>#12 Bus</p> <p>I am writing to describe how the proposed reduction of the #12 bus would impact my family, and schools in the area. Currently buses run N/S through Capital Hill on 15th Ave. E, 23rd Ave. E, and 19th Ave E. The #12 bus from Madison to Galer serves several apartment buildings, new development, restaurants, Volunteer Park, Stevens Elementary, and Holy Names Academy. By terminating the #12 route before it turns down 19th Ave., a considerable number of people would have limited choices for going to school, the park, or for getting to work. Please keep the #12 bus route as it currently is.</p> <p>Thank You, Jon</p>
<p>I am emailing in response to your proposal to eliminate route 2. Route 2 provides a service to metro riders in the densely populated central area. It should be reinforced not eliminated. You will be forcing people who take a 2-mile ride downtown to take two buses? What is the rationale in this? And what is the rationale forcing everyone to go to Madison to get a bus? Madison is a highly congested street with a steep grade. The number 2 bus is well used and transports so many people to and from downtown including many elderly and disabled. Eliminating this route will greatly inconvenience a large number of your bus riders. It is an insensitive and ill conceived idea that should be shelved definitely.</p>

I've depended on Metro for transportation all my adult life. The looming prospect of service cuts is very distressing. My morning commute (route 8) is already often standing room only.

I'm curious as to why the community meetings all seem to be scheduled for 6 pm. How is anyone with a regular job supposed to participate?

Sarah Gladden

Hello,

I'm a Seattle resident who has worked at Microsoft's Redmond campus for the last 11 years. For the past several years I have been a devoted King County Metro bus commuter. I rely on the 242 bus to get to and from work on a daily basis. This is one of the many routes proposed to be cut.

This would be a major loss as there are no other express routes that come close to my home in the Maple Leaf neighborhood.

Commuting on the bus is a major social and environmental benefit! It would be a major loss if this route and others were cut.

Please let me know if there is anything I can do to articulate the value of this service and help prevent this cut!

To whom it may concern:

I personally use the 193 from Federal Way to Harborview. If this route is cut or changed I will more than likely lose my job. This route makes it so I can afford to work in Seattle. It took me two years to get this full time position. Please don't jeopardize my ability to get to and from my only source of livelihood.

Sincerely,  
Jocelyne Starmer  
PSS at Harborview

Hello,

I am dismayed to find that you are planning to completely eliminate route 308. It has been reduced in recent years to make it less and less workable for people in the area where I live, so in a way it is not surprising that it is slated for complete elimination now. Recently, it has still been a "good deal" to use Metro because it took only about a half hour longer each way than if I drove, I got good exercise walking up to First Hill from downtown, and I didn't take up space on the freeway emitting fumes with the car and endangering other drivers. I retired in June, but there are a lot of people in my neighborhood who depend on Metro or choose to use Metro instead of driving. Using the connector buses from Lake City Way is usually not a very good option because you get to wait 20 minutes or so - at which point you may as well walk a mile and a half home in a neighborhood with inadequate (or no) sidewalks. I don't feel safe doing that. Do you?

But in the larger view, what in the world is the reduction in Metro services going to do to all the people all over the county who depend on Metro to get them places? Do we really want to make it impossible for people to live here and work? Do we really want more cars on the road (for the people who have that option)? When my husband and I moved to our present location in 1974, we did so in large part because the bus service made it possible for me to take the bus to work. Bus service has been reduced and reduced to this area. I imagine everyone in the metro area is upset by the currently proposed reductions, which will make us a worse and worse place to travel safely and therefore a worse and worse place to try to live.

And in the much larger view, I really think that as a metropolitan area, we should be ashamed to be making such reductions. Like our sales tax, and the elimination of the free ride zone downtown, it disproportionately affects those who are least able to take a financial hit in these tough times.

Thank you for your attention,  
Margaret Hudson

changes to bus route 12

As one of a number of small business owners in the 1100 block of 19th Avenue East, I'm writing to express my concern about a proposed cut in bus service to our area. This route is a lifeline for our clients and customers! Please look elsewhere for cost reduction or revenue increases, if you must.

Thanks—  
Peter Wright ND  
1100 19th Ave E  
Seattle 98112  
206 324-0664

Please continue to run bus #12 on 19th Avenue East between East Madison and East Galer in Seattle. My daughter relies on this transportation to for school.

Thank you,  
Katie Gamaunt

I have heard that Metro officials are considering making changes to the schedule of the #12 bus route. I am a 64 year old full time employee at Seattle University. I live on Capitol Hill. I take the #12 every weekday morning at 7:35 am at 19th and Aloha. The bus continues to get more and more crowded every day. Today it was nearly full before we even reached Madison. This is increasingly the case when I catch the 12 between 4:45 and 6:00 pm for the ride home.

You recently made changes to this schedule which, I believe, caused further congestion. I understand that you maybe making additional changes. If you want people to cut driving congestion and improve air quality, give us some help making this happen! Don't think of bus transportation as a luxury. It is a necessity for the quality of life in Seattle.

I cannot speak to the demand during the day, but many riders like me would be extremely upset if you cut back or eliminated a route that is obviously so heavily used.

I wish to voice my concern that Metro route 66 is being considered for elimination. I use the bus daily to travel from Maple Leaf area to South East Lake. The express routing, bypassing the University Avenue is important to me and save me significant time in my commute.

Please consider other alternatives for program changes.

Regards  
Gary Decker

Dear Community Relations:

We understand that you are considering cutting service for Route 12 that stops at 19th Avenue East and Prospect and that the closest stop for all of our businesses and our neighborhood will be on 15th. We are asking you to reconsider this change in service as it will further isolate our neighborhood and our businesses. There are 10 small businesses on that corner alone, including a doctor's office whose patients are dependent upon this route and this particular stop.

Please do not hesitate to call me if you have any questions. Thank you for your consideration.

Hello,

I am a resident of Eastlake, concerned about proposed route cuts to Routes 25, 66, 71, and 72.

There is only a growing volume of residents in Eastlake, and less Metro service would be detrimental. Please continue these routes.

Thank you,  
Jacob McCoy

I don't want the bus route 372 and 931 route to change because, I ride those buses a lot and I'm in the Adult Transition Program (ATP) which is run by the Northshore School District and our ATP school have us ride those buses only the 372 and 522 buses to Woodinville for work and for us to practice riding the bus and getting to work! I also live in the Cottage Lake area and I take the 931 from home to Woodinville, the YMCA and to make any transfer at Cascadia Community College and I need to ride the 931 to get to those places! Same with the 372, I take it to Kenmore from Woodinville every Tuesday for bowling night and take it back to Woodinville after bowling and take the 931 bus home from there!

Thank you! Max Jordan

No new tax to support the bus. How about a novel idea like raising ridership rates and renegotiating pensions and pay with the unions. Or does that make too much sense?

John Burg

To whom it may concern,

My name is Danica Villez and I am a 9th grader at Holy Names Academy. After hearing about these proposed bus route cuts, I was very concerned. Bus 12 is the bus that I use to travel to downtown. This is only the 1st step of my journey, I have to get off at the 3rd and Seneca stop. If bus 12 is cut, I will no longer have a safe way to get to my destination (West Seattle). I will be forced to take the bus 43, and pick up a bus at the 3rd and Pike stop. Due to basketball practice, I stay at my school late, and take the bus at a later time. I think that by canceling bus 12, my safety is being put on the line. At night, and even sometimes during the day, the 3rd and Pike stop is the most dangerous bus stop in downtown. My terminating the bus route, you are putting many of us high schoolers at high risk of danger. There are at least 60 of us that take this bus, and this means that all of us will have to find new routes, so please, do not terminate the Bus 12 route.

Dear King County,

Please do not eliminate the #12 bus. That bus is what I use to get to school in the morning and get home in the afternoon. I don't know what I would do with out it and ask you kindly to please keep it.

Sincerely,

Mikaela Hobson, Holy Names Academy freshman

**METRO PLANNING COMMITTEE!**

Please reconsider your proposal to cut the #12 running on 19th Ave East between East Madison and East Galer! MY valid reasons concern the need of students who attend the following schools:

Holy Names Academy  
St. Joseph's Grade School  
Stevens Elementary

If we are supporting education, then we need to retain the present bus route of #12.

In addition, there are numerous commuters, who live in the area and work on First Hill Health Services and downtown establishments.

Thank you for this consideration.  
Sister Rosemary Perisich, snjm  
Rosemary Perisich, SNJM  
Community Liaison  
H O L Y N A M E S A C A D E M Y  
728 21st Ave East Seattle, WA 98112 t: 206.720.7800

Hello,

I want to congratulate King County Metro for taking the right first steps to right size the transit system. I do not believe that King County Metro needs additional funding, and think to ask others to support the bus system, more so than what is already done, is wrong and should not be done.

What King County Metro needs is a system that serves the urban core of Seattle and not the suburbs, where most people drive, and will never give up the convenience of their cars. We must accept that and accept it.

We must also accept that Seattle is a car centered city, and that transit only works in certain areas. More so transit works when buses are arriving frequently at all times of day and night, and by frequently, I mean more frequently than every 15 minutes. To get riders, buses should run every 3 to 5 minutes, that would be frequent.

However, that type of service is not needed in the burbs of Seattle, and certainly only in a few neighborhoods. I say, right size Metro! Cut service to just the center of the city of Seattle. Eliminate and cut back on most commuter routes, and east side service, focus on creating a dense transit network in Capitol Hill, Ballard, Downtown Seattle, the ID, and University Districts. Beyond these areas, maintain a simple network of peak hour only buses, running every 30 to 60 minutes.

Such a fleet would only require 500 buses, with all excess buses sold to neighboring transit systems. The extra revenue could continue to support the new dense network. Right size metro, do not expand!

Hello, DeAnna

My name is Kelly Welker. I am one of many people living within District 2 in Seattle that is going to be impacted with the transit budget cuts that are going to effect how we travel the city. Sacha Davis and I formed the Seattle District 2 Transit Coalition. The many individuals that organized the West Seattle Transportation Coalition suggested I start with asking you questions. I was told you could help me find the right people to speak to about the routes that will effect Georgetown and Beacon Hill specifically. I know the 131 and the 124 are the routes I personally use. The 131 looks like it will totally go away. The 60 will no longer take me to Capital Hill, which I use for work from time to time. It was my plan to us it when they shutdown the Viaduct. Georgetown will be a parking lot when they shutdown the Viaduct and transit will be gone. It's just crazy. Could I call you? Is there away you can help me find commuter data so I can figure out what % of transit will be cut from Georgetown and Beacon Hill? I have so many questions. Looking at the map on the Metro site doesn't seem very clear. Can I ask you about specific routes? Help. I'm full of questions.

Kindly,  
Kelly Welker

DeAnna

I freely admit  
this is a last minute thing  
No free lunch  
Metro does not get diesel for free and drivers dont work for free.  
SO there must be cuts.

With respect to the 132 in South Park  
I see the daytime cuts as reasonable.  
I see shifting some of the people to C Line after peak as reasonable - ;yes they will have to transfer at Westwood Village to 132 shuttle.

I  
However the 132 shuts down at 10 pm.

QUESTION

How does a person coming off swingshift in downtown get to South Park at 11pm or midnite?

This is last minute I know since we have a Transportation Committee meeting this evening..

IF you can have one of the route planners make a prediction that would be great. I also realize this may take a crystal ball since a lot of the routes and planning are still a big confusion. We dont know is also acceptable at this tjme fo course.

PLEASE KEEP THE #12 ALONG 19TH AVE TO INTERLAKEN!!

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.

Thank you,  
Cheryl Jacobs

<p>This is the only way I get downtown - I go there for doctor's appointments, events, to meet friends, to get to work - I take the 28 bus on a daily basis, multiple times a day.</p> <p>Please do not cut the #28!!</p>
<p>I had the unfortunate ride with a driver shooing his mouth off saying the 65 is up for cuts. I am a three time cancer survivor and depend on metro to get to work. With the emotional strain that was I only work part time and I am on disability because of it. I supplement my income with a part time job that keeps me healthy. Also with the recession I have been unemployed twice in 10 years. I would hate to have to look for another job as I love the one I have. Wedgwood would have no service other then my taking a 71 to district and catching a 25 or walking to sandpoint top a 75. This is not in the cards for me health wise. Just saying!</p>
<p>As a Holy Names Academy staff member, I would like to see you keep the #12 on 19th Avenue East. The current schedule is used my many of our over 700 students.</p> <p>Anne Quigg</p>
<p>Hi,</p> <p>Please do not discontinue the #2 West Queen Anne bus line. There are many disabled and elderly people on this line and there are 5 churches within 1-2 blocks that the 13 is too far from + 2 public and at least 1 private school and who knows how many nursery schools.</p> <p>This is a needed line - and has been around and more of a need than the 13.</p> <p>Thank you, C.</p>
<p>I don't want the bus route 372 and 931 route to change because, I ride those buses a lot and I'm in the Adult Transition Program (ATP) which is run by the Northshore School District and our ATP school have us ride those buses only the 372 and 522 buses to Woodinville for work and for us to practice riding the bus and getting to work! I also live in the Cottage Lake area and I take the 931 from home to Woodinville, the YMCA and to make any transfer at Cascadia Community College and I need to ride the 931 to get to those places! Same with the 372, I take it to Kenmore from Woodinville every Tuesday for bowling night and take it back to Woodinville after bowling and take the 931 bus home from there!</p> <p>Thank you! Max Jordan</p>
<p>The funding shortfall</p> <p>Reading there is a possible 80 million shortfall. I take Metro from Kent to Seattle Central Community College a few times a week. It costs me \$2.50 (\$3.00) each way, less than gas would have cost. Lets not even go into what parking would have cost. I know you hate to raise rates but it still would be a great bargain at \$3.00 (\$3.50) each way. Everything has gone up. Its better you raise the rates than to cut bus service.</p>

<p>Metro at the Youngstown Cultural Arts Center Tuesday, Dec. 3, from 6-8 p.m.</p> <p>The meeting is: Youngstown Cultural Arts Center 4408 Delridge Way SW, Seattle</p> <p>I cannot drive so will not make it to meeting Join Metro at the Youngstown Cultural Arts Center Tuesday, Dec. 3, from 6-8 p.m. I plan on working at the VA Hospital (plan on being a volunteer) on Beacon Hill and live in White Center on 112th and Ambaum. How can I get there if the bus is changed? About 15 years ago we were asked to take the bus instead of driving so what can we do if the bus is reduced?????????</p>
<p>Hello, Please do not cut Metro Bus Route # 12. My children take the into school every day from Everett and use that bus to get to Holy Names Academy and soon, O'Dea.</p> <p>Thanks.</p> <p>WALLY G. BADLEY, PMP Project Manager Electrical Systems Responsibility Center 425-971-9284</p>
<p>Reducing buses</p> <p>You say you're reducing Route 186. When will the first bus leave Enumclaw?</p> <p>Also I was taking the bus everyday M-F 4:44am, I have changed that to I take it 3-4 times a week due to me getting a part-time job and I need my vehicle to get home since you don't run a bus at 10:00pm. But here is my concern. I was not there but other bus riders were telling me you were passing out flyers with the proposed changes, due to people not riding the bus. Well one morning when I didn't fall asleep I noticed that the bus driver told several riders not to pay and he put his hand over the money collector. I saw this happen about 5 times. That is \$12.50 of revenue you lost. What is the deal with that? Maybe if your drivers have people pay you can keep some of these routes. If this is happening on one route how many others is it happening on? If the collector is broken you should have a backup of something that the drivers could you and maybe you will not lose the revenue. The way I see it is you will end up losing more riders by cutting down the routes, which then in turn you are doing yourself no good because you are still losing revenue. Also same for the 152 I take that in the morning to Seattle and so do a few of the 186 riders and there you will also lose revenue because we will be taking the Sounder Train.</p>
<p>#12 bus</p> <p>Please, dozens of us use the #12 metro bus in Seattle every week day. Public transportation needs to be increased, not decreased. Eliminating this popular route will put more cars on the road. I hope you will reconsider this!</p>

Please do not cut bus services! They are needed!

I want to give my feedback on proposed cuts to bus service. Since I live in the Woodinville area, I am very concerned about many proposed cuts, such as Route 372, Route 931, 237, and 236.

Woodinville already has fewer direct routes and services than many other areas, to further cut services would present an enormous hardship for many who rely on bus service to get to work and generally get around. Please also consider:

- People take buses for many reasons, and many do not have the option to get back in their cars.
- Taking away critical transportation options has severe impacts on individuals and communities.
- Cutting services will force commuters to go to other Park & Rides – most are already at or above capacity and could not handle additional volume.

I urge you to not cut services in areas that are already underserved. More bus services are needed in Woodinville, not less.

à Please do not cut Routes 372; 931, 237 and 236.

\*\* As I am also concerned about persons who rely on bus services in other communities, I urge you to find ways not to cut bus services overall – bus services should grow, not be reduced. Please find creative ways to fund these needed services. \*\*

Sincerely,

Leah Bridger  
Woodinville Resident

#12 bus route cuts

Hello, my name is Allie Kieras and I am a student at Holy Names Academy.

I have heard that you propose to cut #12 bus service on 19th Ave East north of East Madison. I ride this bus every day, either as part of my route to the boathouse in Westlake where I row or on the way home. Please keep this bus service running, as it has been invaluable to me and many of my friends and fellow students.

Thank you for your time.

Hi, my name is Catherine and I ride the number 12 bus twice a day, 5 days a week. I also take the bainbridge ferry to and from school everyday with 7 other girls. We all attend Holy Names Academy and have no other way of transportation to and from school. In the morning, the buses are crowded, the rows are filled with people standing, and it is a struggle for many people to get off the bus. This shows how many people truly ride the number 12 bus in the morning. After school, all seats are filled with students because our stop is the first one in the bus routes heading downtown. By the time we reach downtown, all seats are filled with a dozen people or so standing in the aisles. It would be a hassle for not only students, but also people working in Seattle if the number 12 bus was cut.

I encourage you to please think (even) long(er) and hard(er) about cutting the number 12 bus route.

Thank you.  
Catherine

Dear Community Relations:

We understand that you are considering cutting service for Route 12 that stops at 19th Avenue East and Prospect and that the closest stop for all of our businesses and our neighborhood will be on 15th. We are asking you to reconsider this change in service as it will further isolate our neighborhood and our businesses. There are 10 small businesses on that corner alone, including a doctor's office whose patients are dependent upon this route and this particular stop.

Please do not hesitate to call me if you have any questions. Thank you for your consideration.

Best regards,  
Nancy Newell  
nancy@rhnewellaia.com  
Roger H. Newell, Architect  
1102 19th Ave. East  
Seattle, WA 98112  
Ph. (206) 322-1192  
Fax (206) 322-5161

Please save our best route #25. The one I use most often.  
Thank you  
Robert C Rudine

To whom it may concern:

I plead with you to not drastically cut bus service to the Eastlake neighborhood in Seattle. The area is being populated with micro-housing in which close to 200 people will not be provided space for cars to be parked or bikes to be stored. The units are opening now and for the next couple years.

Many of the commuter time buses are now standing room only. How will we transport all these extra people without our existing service and preferable additional buses?

Thank you, Gail Jensen

Hello,

My name is Jodi Taylor and I am a Seattle native currently residing in the Eastlake neighborhood.

I recently discovered that the city is planning to discontinue routes 25 & 66 the buses I ride on a twice daily basis from Eastlake to downtown. This is very concerning to me for multiple reasons;

- 1) In the morning and evening routes 25 and 66 are very full most days only with standing room.
- 2) The alternative Eastlake route 70 is most times completely full before it reaches my stop at Eastlake and Lynn and many times the bus is too full to take on more passengers.
- 4) route 25 is the only bus that goes from downtown up through Lakeview Drive, discontinuing this route will leave that entire neighborhood without service which is concerning especially for elderly residing there and those without vehicles.
- 3) Taking away these routes will increase congestion on these already full buses and make it very inconvenient for people to access downtown and I find it shocking that the city would discontinue these much needed routes that service my neighborhood.

I urge you to please keep these routes active, without these vital transportation lines to downtown you will leave many people stranded without bus service and struggling to find a bus that is close to their homes or is not already too full with passengers to pick them up.

Thanks so much for our time and consideration.

Best Regards,  
Jodi Taylor

I am a resident of the Eastlake Neighborhood, and ride the metro buses frequently. I am a senior citizen and someday soon, I will give up my car, and take the bus hopefully much more frequently. Please do NOT eliminate the # 66 and the # 25 bus routes, and please leave us at least two express bus routes between 71 and 74. The trolley is useless to us. It is too expensive and we have to walk almost a mile to the first trolley stop on Fairview AV N. I do not understand why you are considering eliminating some of our buses. They are always crowded, even in the middle of the day, and when we get on the bus at Eastlake and Lynn, we often have to stand up, unless some kind student offers a seat to this old lady.

Thank you for your consideration. Julie Weisbach

Why is metro cutting the service 36, 50, 60, 217, 271, 212 services. You are cutting service 36, 50, 60 to a low income neighborhoods always gets the buses taken away from them or changed but never in the richer neighborhoods where the buses but won't cut services to buses to the north end. Please increase the services for these low income residents. Taking the 50 late at night allows me to take the bus home or go to alki with my dog or grocery shopping. I take the 50, 36, 60 light rail, 212, 217, 271, 550, 554, 60 to get to where I need to go. I take 6 buses to get where I need to go each day and I need depend on metro get to get me there. If metro is not easy to use more people will start driving more and your ridership will decree even more. The 50 is a great bus of connecting Beacon Hill and West Seattle and Alki without having to do downtown. I do my shopping in West Seattle because it is safer to go at night than Rainier Valley. Please keep the late night service running because I take the buses at night and depend on them. The buses to the east side. The sound transit bus does not meet up with the connecting buses down at east gate and it not user friendly to use. For those with a disability it is hard to get from the freeway stop to the east gate park and ride to catch all the buses that goes to places I need to go. Please just increase the 212, 217 buses in the morning and evenings. You have the ridership and sound transit buses fill up and its so hard to get from down below to up top. The 217 goes close to where I need to go to everyday and cutting the service will make it harder for me to get there and make me have to drive instead of taking the bus. i have to wait 30 minutes for the 271 in the mornings and evenings in order to catch a bus downtown and the times down overlap so I have to waste more time to catch a bus downtown because metro does plan the times to be efficient. If you have more buses that are frequent you probably will get more microsoft, boeing employees on east gate taking metro to and from downtown. A lot of tmobile employee take the 212 and 217 buses to get to work. Metro needs to target providing service to the low income areas because these people needs it more than anyone else. Metro is suppose to help connect people in the regions and not have them drive to work. If i wasn't a transit supporter I wouldn't take 5 or 6 buses a day one way to get to where I need to go and waste time on a bus. If metro continues to decree the service to these area I will be forced to get a car and drive or have someone drive me. Metro please find other places to cut your services like northgate and UW where they will be getting light rail soon and there are many buses that goes downtown. You are cutting services to areas that needs the service. Buses to the 1-90 are not frequent in order to catch buses to east gate park and ride. Please keep the buses in these area the way that they are. Residents in Beacon Hill, Rainier Valley needs these buses. Light rail on MLK is not very helpful for those who have to take a bus to get to the station or have to walk miles to get there. Especially when you a senior citizen and disable. Please metro keep the low income areas buses the way they are instead having to transfer 3 -4 times when the north end buses you only have to take one bus to get to where you need to go. I hope metro puts a bus back to southcenter from Beacon Hill area. Please metro we need your service more than the citizens in the north end who makes more money and can afford to wait a little longer for a bus.

The irony of this situation is that all government entities continue to spend money at a rate that is un-supportable given current economic realities. Learn to stay within your budget. Cut routes, cut employment, and cut benefits. That is what people in the real world are doing. Government employment should not enjoy the salaries you receive AND benefits that are beyond current private industry average. There was a time when industries offered free benefits. Those days are gone. Get with the program.

1. Aerojet Rocketdyne no longer has a pension- we have a 401K
2. The Aerojet Rocketdyne medical plan costs a single person approximately \$100/ month to participate and has an annual out of pocket limit of \$4500
3. Our vision and dental plans have a per paycheck deduction.

Stop giving the taxpayers money away. Your employee's entitlement programs will bankrupt the county. As a suggestion, start phasing out retirement plans for future new hires and offer a small subsidy on a 401k.

Start charging for medical, dental, and vision plans at a fair market average. If you do not know what industry is charging then you are out of touch and you need to do that comp survey.

Grandfather the people already in the retirement plan but stop offering it to new employees hired after a specified date. Look to Detroit for a glimpse of your future if you fail to take immediate corrective actions.

Harrison Yelton  
(425) 702-6864

Good morning,

I'm writing to vigorously oppose proposed cuts to West Seattle Metro bus service:

<http://westseattleblog.com/2013/11/video-west-seattle-transportation-coalition-rallies-to-fight-potential-metro-cuts/>

I and my fellow West Seattleites are currently having high-density microstudio developments foisted upon us. We are told that this growth is inevitable and that these microstudio developments are economical housing options for lower- and middle-class working people. At the same time that developers descend upon our neighborhoods, we face draconian cuts in Metro service to and from West Seattle.

We are repeatedly told that those who will live in these microstudio apartments along the RapidRide and other Metro bus lines will not need to own cars, so no additional parking spaces are included in these developments. However, Seattle remains a car-loving city, so there's no reason to believe that residents of microstudios won't own cars like most other residents of Seattle.

How can West Seattle have thousands of new residents moving in, bringing thousands of new cars with no additional parking, while our bus service is simultaneously cut by up to 150 bus trips per day? Bus cuts combined with accelerated high-density population growth is completely unsustainable for our community.

Metro bus service to and from West Seattle needs to be EXPANDED, not reduced.  
Thank you,  
Peter Gorsuch

We received this complaint from a constituent of Rep. Goodman's who lives in Kirkland.

Dear Representative Goodman,

I am writing because there is a proposed change to bus route 234 in Kirkland which will affect many 6th-8th graders at the Environmental Adventure School (EAS) which is located in Finn Hill Jr. High. EAS is a choice school so most of the students who attend do not live close to the school. The school draws from the entire Lake Washington School District.

School is dismissed at 2:45 on M,T, Th, and F and at 1:15 on Wednesdays. At those times, approximately 25 children take the 234 bus to arrive home or to continue on to the Kirkland Transit Center. The bus stop is located directly in front of the school. The proposed route change would require that these children, ranging in age from 11-13, transfer to bus 255 to follow the original 234 route leading to the Kirkland Transit Center. Additionally, the proposed change would have bus 234 arriving at EAS every 60 minutes instead of the current 30 minutes, so it is unknown whether the bus would arrive at school dismissal times. Some families also have their children take the bus to school in the morning and would be greatly affected by the proposed changes.

These changes would result in a significant hardship for the students and their families who rely on the public bus to transport their children to and from school. Dismissal time is in the middle of the work day rendering it very difficult or impossible for working parents to pick their children up from school.

I am writing to propose that if the budget requires cuts to this route due to low ridership, that there is a bus that will take the school children along the current route of 234 to transport them to and from school. Those time slots are necessary make sure that children get to school safely and back home safely!! The children are too young to maneuver the transfer and should be able to take the bus to get them to EAS just before the school start time of 8:10 a.m. and the bus should arrive at EAS in the afternoons shortly after dismissal time as it does currently.

In the proposal for reductions to Route 197, it says there are 9 peak time trips in the afternoon and they would be reduced to seven. This is incorrect. There are only seven peak time trips in the afternoon, the other two trips are before 3pm. This should be corrected on the .pdf so as not to mislead riders. Also, I think this is a travesty considering other routes, such as the 271 to Bellevue, aren't having any of their trips reduced and that route has trips all day and in the evening until 10 and the 197 does not. But I guess since we in South King County aren't as wealthy as the riders in Bellevue, we don't count.

Hi Folks,

Well the news here on Mercer Island just keeps getting better. Proposals for taxing I-90 and we have now learned that two of the three routes that many use are on the chopping block for next year. I am a hospital worker who regularly uses either the 205 route or the 211. If they don't work I use the 550 and walk up a big hill to the first hill area. As a manager, I have employees who work for me who commute and I frequently hear the discussion about the forced use of mass transportation (no parking in Seattle and it's too expensive to live there). Additionally, those who don't seem to mind MUST leave super early or there is no parking at the area park and rides. In fact in my case, the Mercer Island P&R is usually full by 0800-0830. So... we have taxed I-90, there is little reasonably priced parking in Seattle and the P&R's are full, the housing prices in Seattle are out of reach for many and we are now losing, for many of us, our most dependable transportation... routes 205 and 211.

Please re-consider the elimination of these routes. We will just have to drive, causing more congestion and fueling the cities economy with high priced parking. Doesn't sound too good.

Thanks

Stephen W. Graham, MBA, BSN, CNOR

Hello, I live on SW Sylvan Heights Drive. If Route 128 is cancelled I will not have a way to get to a connecting bus to get me downtown. I generally travel early morning when it's dark and return after dark in the evening. I will not be able to walk 15 minutes in the dark each way to connect on either Delridge or 35th. This will mean I will have to drive and park in Seattle. This will mean added traffic to be sure, and of course, more than \$300/month expense to me.

Please reconsider cancelling this route.

Valerie M. Taylor

Valerie M. Taylor  
Marketing Manager  
US Private Client Services  
Russell Investments  
Seattle, Washington  
206-505-2089  
cell: 206-707-5503

Bus Service is needed

Especially in these times, with so many foreigners coming to the US, I've been riding the bus for 9 1/2 years, no complaints, the bus is usually there on time. Good Luck, sales tax probably won't come back for many more years, our economy stinks right now, keep what you can, I can still get around.

Sirs:

I live in the Eastlake and use the 25,66 and 70 buses frequently. I'm 77 years old on a fixed income and have physical/mobility handicaps.

The 25 is especially helpful in that when I use it I don't have to walk up or down a steep hill to our residence when the sidewalks are slippery.

These buses are often very crowded, making difficult for elderly people trying to "hang on" when a seat isn't available. Any reduction in service would added to the crowded conditions.

These buses are vital to me. I urge you not to reduce or curtail the service provided by the 25,66 and 70.

Sincerely,  
Bruce Davis  
614 East Lynn Unit 1  
Seattle, WA 98102  
Kingsto436@comcast.net

To whom this may concern:

I am an elder bus rider who has chosen to live in Eastlake and leave her car in the garage much of the time. This is a choice for safety as I am 70 and my husband is 77 years old. We depend on the bus service through our neighborhood...it is not a convenience but a necessity for us to have bus service with as few transfers as possible. I need the #66 bus to get to my physicians in Northgate and to the Colman Dock. I need the #25 to get to the University Village area. The elimination of those routes would be a blow to elders and their ability to live independently. It is quite obvious that the needs of the young in the university district are more important than the needs of the elderly in the community. Please, please consider the elderly in your bus service choices.

Currently my husband and I take the #25 in the AM to the downtown YMCA. We can find seats on that route, unlike the #70 on which we stand, sandwiched between the young professionals. It is a disaster waiting to happen for elders including my husband with balance issues. No, the young do not offer seats and the bus drivers can't even see through the crowd to determine there are elderly standing. This is the same situation for the buses in the tunnel during the evening hours. People are packed on like sardines...including standing room only for elders. ...an unthinkable dangerous situation.

Please note the below:

If the route 66 is eliminated even temporarily, Metro must replace its four express stops (Aloha, Garfield, Lynn, and Harvard) with similar express stops on the replacement route 73, because in the weekday commute and mid-day, the 73 currently makes NO stops on Eastlake Avenue.

Again...please..please consider the needs of the elders in the community. The young can ride bikes and walk long distances...in the cold & heat. Many of us can't.

Thank you...

Joan Bergman

I live in Leschi and work north of the University District. To get to work, I have to take three buses, two of which are on the chopping block, the 27 and the 30. Please reconsider the importance of these two

lines, especially the 27 as it serves people who are unable to walk the hill up to either 23rd or other buses, such as the 14. Thank you for listening and your consideration.

I would like to suggest saving money by cutting back on the 150 bus route often times I see these buses with few riders maybe that would be a better than cutting out the stop in Tukwila the 193 X route there are many employees from the hospitals that ride the 193X from Tukwila. Does the hospitals not subsidize the 193X?

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

Regarding Bus Route #2

To whom it may concern,  
3RD AND MADISON IS NOT A DESTINATION!

I am writing to let you know how devastated my community would be if Metro is allowed to move forward with their proposed changes to Bus Route #2.

The 5th most heavily used route in Seattle. Using the Seneca Street route makes sense! There is a reason why the #2 Bus uses its current route on Seneca Street and connects two inner city neighborhoods through downtown making real destinations accessible.

Metro's proposed route changes seriously reduces services from the Madrona Park, West Queen Anne, Central District, Capitol Hill, First Hill and Downtown neighborhoods.

Bus #2 today successfully serves the residence of these congested neighborhoods by delivering them to critical downtown connections and destinations such as: Light Rail, Westlake Mall, Pike Place Market, Seattle Center, Downtown Central Library, Poly Clinic, Broadway/Harvard Market, Seattle University, SSCC, Convention Center, Virginia Mason, Town Hall, and Benaroya Hall. With the proposed changes all the passengers, residence of these neighborhoods, would LOOSE easy access to these vital destinations.

The changes would require all the passengers of Bus #2 to get off and transfer at Madison and 3rd Ave. in order to reach their destinations.

Madison and 3rd IS NOT A DESTINATION. It is a desolated, dark, empty, vulnerable transfer point. One I don't want to have to stand at to wait for another bus to get to where I am going, especially at night where there is no commercial or civic activity.

Transfers are not an option for many commuters; accessibility for the elderly, addition of time to the comment, and time of day and weather makes these changes unbearable.

Transfers would add at least 30 minutes to every ones commute in order to make any connection. Metro's service is far too scant to serve these connections efficiently. For me having to make a transfer downtown every time to get to my destination would change my life considerably in a bad way. A change I am not sure I would be able to face.

I plead with you PLEASE do no approve the changes Metro wants to make to the #2 Bus route. These changes will not serve the communities that the route currently links and make mass transit far less viable or desirable for its dependent passengers like myself.

These changes may look good on paper. But dropping everyone off at the bottom of the hill does not serve our communities or make sense for commuters. Especially at a time when mass transit is needed more than ever. And all the new arrivals to Seattle are use to and are expecting functional mass transit in this, their new city.

Best regards,  
Sue Ann Harkey  
927 22nd Ave.

Seattle, WA 98122  
206 601 2420

Katie:

Thank you for talking with us last evening. It was a pleasure to meet you in person.

We are hoping you can send us the 2012 and 2013 ridership counts ( on and off by stop ) for the route 12. We are assuming the counts for 2012 are from the period when the 12 still interlined with the 10. If not, we would want to see the 2011 data to see the comparison between the current routing and when it was interlined with route 10.

Also if you could include the 2013 data for route 27 and for route 8 (at least the portion of the route north of Mt Baker Station that would be very helpful.

This data will help us better understand the impacts and possible solutions to consider.

Thank you for your help.

Anne Knight & Jerry Arbes

King County is once again crying wolf for additional funding resources. I have the following comments for your and each member of the King County Council:

1) Why isn't the thought of raising fares ever on the table ????

2) Metro has not generates much effort is reducing costs, despite your rhetoric to the Seattle media. You and the council make it sound as though the agency has gone through all the possible cuts> YOU AND EVERYONE CONCERNED ARE VERY WELL AWARE THERE ARE MANY MORE CUSTS THAT COULD EASILY BE MADE WITHOUT YOUR CUTS INTO SERVICE. IT'S THE SAME OLD RHETORIC AND THREATS, LET'S CUT WHERE IT HURTS THE MOST AND IS MOST EVIDENT SO THE TAXPAYERS WILL FEE THE NEED FOR ADDITINAL FUNDING.

3) I find it very interesting that despite my emails to councilmember Phillips, voicing these same concerns, Phillips has turned my complaints into some idea that I am requesting more transit service. This is not the case, and unless Phillips responds to me in a more realistic way, I will send the entire email string to the media.

4) The entire King County Council NEEDS TO TAKE A GOOD LOOK AT WHAT YUOUR CONSTITUENTS ARE SAYING. IT'S SURE AS HELL NOT, YEAH GO AHEAED AND RAISE THOSE TAXES AND LET'S SUBSIDIZE THOSE RIDERS AND GREEDY METRO STAFF DEMANDING ADDITIONAL RESOURCES.

5) The council NEEDS to recognize that the majority of your constituents are not the vocal ones screaming for more subsidy to avoid the cuts. THE COUNCIL NEEDS TO BE REALISTIC !!!!!!!!!!!

6) I have not really been very politically active in the past, but this time I do plan to become very active, financing my own lobbying to the Legislature and other politicians. OBVIOUSLY, THE KING COUNTY COUNCIL CONTINUES TO TURN A DEAF EAR ON EVERYONE BUT THOSE SCREAMING FOR MORE FINANCIAL RESOURCES.

7) TAKE A GOOD LOOK AT THE COMMENTS IN THE SEATTLE TIMES THIS MORNING AND START LISTENING FOR ONCE!!!!

I would most welcome a response from any or all the members of the council concerning this issue, other than Phillips and his usual rhetoric and mis-truths, but I must admit, I would be totally surprised, since most of the council hides behind the media with their usual comments.

I can easily be contacted at 206-963-4041

Steve J Paulis

I, along with the far majority of taxpayers still seriously believe that Metro still has not done enough for cuts and that despite your rhetoric, fares need to be increased more. I may eventually be convinced to support a \$50 to \$100 annual fee on vehicle licenses but will actively campaign and donate to any cause that fights a 1.5% vehicle excise tax.

The King County Council needs to take a REAL look at the polls !!!! The ones protesting the cuts are the riders, not the ones that is paying for the major portion of the service.

I repeat, THE COUNCIL NEEDS TO REALLY START PAYING ATTENTION TO THEIR CONSTITUENTS !!!!

It would be great to get a response directly from a council member instead of passing the duty to an aide

Steve Paulis  
206-963-4041  
Sent from my iPhone  
Steve Paulis

Good afternoon,

Please do not cut the Tukwila park n Ride stop from the 193E. We are all Hospital Employees that need to get to work on time and safely! Our stop has at least 30-40 people getting on. It is an easy on/ off from !-5! I have been taking this bus for 18 years!

Thank you  
Debbie Jansen  
Virginia Mason Medical Center

Bus 193

A lot people rode this bus most workers worked for hospital like Harborview,virginia mason,swedish,provident and some places el .so please do not that bus . thank you so very much.

Greetings Councilmember Julia Patterson & Kevin Desmond General Manager Metro Transit Division;

I am an employee at Harborview Medical Center, I have been riding the 193 Express bus previous 941 Express for 20 years. We hear Tukwila is planned to be cut from the 193 Express to First Hill. It would be a challenge to ride another bus to downtown and wait for a 2nd bus to First Hill. I am also concerned about safety waiting downtown in early morning. The 193 Express is filled with employees from Harborview Medical, Virginia Mason, and Swedish Medical Centers also Polyclinic. I am appreciative of the University of Washington being able to provide reduced reliable and safe transportation to work and back home. Your leadership has been excellent for South King County I am asking you to try and ensure Tukwila receives a fair share of 193 Express transportation to First Hill and back home safely.

Thanking all of you in advance for your response during these challenging times.

Respectfully,

Linda Lawson  
Tukwila Resident  
llawson@uw.edu  
206-439-0585

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,  
Jody Smith, Au.D. CCC-A  
Clinical Audiologist  
The Listen For Life Center at Virginia Mason  
Email: [lsnforlife@vmmc.org](mailto:lsnforlife@vmmc.org)  
[www.VirginiaMason.org](http://www.VirginiaMason.org)  
phone: 206-223-8802; fax: 206-223-2388

Dear Ms. Patterson,

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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,

Elza Hrboka  
Office Coordinator  
Swedish Breast Imaging Center  
phone: 206-215-3948 fax: 206-386-3777  
elza.hrboka@swedish.org

Elimination of the 193X Bus from the Tukwila Park N Ride

Dear Ms. Patterson;

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 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 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.

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.

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.

Thank you  
Twana Johnson  
Procurement Manager  
Benaroya Research Institute at Virginia Mason  
1201 9th Avenue| Seattle, WA 98101  
p. 206.287.1012  
e. tjohnson@benaroyaresearch.org

Dear Ms. Patterson,

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

Knock it off! We already pay waaaaaay more than the \$30 tabs originally promised. I can hack up the extra \$150 we now pay, but not another \$100. I am a social liberal, fiscal moderate and am happy to pay my fair share of taxes, but I draw the line with the car tabs. Car tabs should go to pay for road construction and maintenance to improve the use of cars. Please find another way!  
Regards, Ed Weum

Kathy

I reviewed the potential cuts.

Why no cuts in the Metro Access Service? In 1999 Metro identified that the fare for this service was to be made on par with regular bus fares; Federal Law allows the fare to be double! This needs to be implemented immediately! How can any agency continue to plead they need more resources when they are subsidizing a service at over 97% level (\$1.25 fare/\$44 cost of service). This is outrageous and needs to be the first item to be corrected.

Raising Metro Access fares to be on par with regular Metro bus fares needs to be implemented immediately. And then the fares need to be incrementally raised to cover at least 10% cost of the ride.  
Mark

Is there a chance that Metro can attend a future meeting of the Central Area Neighborhoods District Council (CANDC) meeting to discuss the proposed service cuts? The reason I ask is because the December 12 neighborhood community workshop conflicts with the monthly meeting of the CANDC. Please let me know. Thanks, Stan

119 Cuts

That is a pretty useful set of insights. I appreciate your efforts.

I attended the gathering on Vashon recently where one of your staff people listened to concerns. I told him a story I will share with you.

The very day of the meeting, I needed to be up at 15th and Madison in the late morning. I was downtown at the time and decided to take the 12. It runs very frequently. That worked.

When I left 15th and Madison later that day, I saw a 12 going by and realized I had just missed it. I looked at the One Bus Away app and realized there was another #12, 8 minutes later. That was very convenient. Of course, if either of the specific buses I took did not exist due to budget cuts, I could have waited a very short period of time for the next one, or I could have simply chosen another bus that operates a few blocks away.

In short, when I am in Seattle I have many, many options and I can adapt. I remain a Metro customer for those runs. If you cut those runs, I remain a Metro customer. You don't lose the revenue. I just take a different bus.

If you cut runs on Vashon, there is no alternative run to take. We have to get in our cars. Metro loses the revenue. We are no longer Metro customers. This means we can easily become part of the crazy minority that stops caring about public transit. Your political support weakens.

To summarize, it is one thing to keep customers by making them use the system more efficiency. You can do this in densely served areas.

It is quite another to remove Metro as an option.

Finally, poor people use the mid-day runs. They will be stranded if you cut them. Surely, it is worth a little inconvenience in downtown Seattle to not strand people in rural communities.

Rob

Please don't cut #12 service on 19th

Thank you from a Capitoll Hill resident,

Jennie Rhoafs

To whom it may concern,

I just wanted to drop a note urging you to consider not terminating the #12 bus line north of E. Madison. I was born and raised in Seattle, and specifically in Capitol Hill. This bus service has allowed me to work 4 summers of internships in college without much of a walk.

In addition, I currently teach at Holy Names Academy and this bus line helps dozens of our students attend our school from outside of the city.

Thank you for considering extending this service.

Cheers,  
Sam

Hello!

I am a frequent rider of the #12 bus and I think that the cuts would affect many people negatively. The section of the route that goes down 19th is used by many of my fellow schoolmates, as well as myself, very frequently. I ride the #12 every day of the school week, both in the morning and in the afternoon, and many other students from my school (Holy Names Academy) do so as well. The 12 stop on 19th and Aloha is very close and convenient for walking to our school, and it would make commute to school difficult if this section of the 12 was cut from the route. I hope you consider keeping it in service!

On behalf of my fellow 12 bus riders as well as myself, I thank you for considering not cutting the service of the 12 route on 19th avenue.

Thank you!  
Sincerely,  
Sophie Herbert

I understand that undesirable transit cuts may have to be made beginning in June 2014. However Metro's proposal would eliminate all bus service on 3rd Street in Kirkland near 9th Avenue. There has been some bus service on this street for more than 25 years. Presently, #236 runs here. It would be OK to have less frequent service, so long as there is SOME service on 3rd Street. Some residents will be stuck if the only bus stops are on Market Street or at Kirkland Transit Center. That's too far to walk given the significant hills.

As a fallback, a few of the trips that run on Market Street could shift over to 3rd St—at the very least, to serve the intersection of 7th Ave & 3rd Street (location of low income senior housing). That would eliminate the worst part of the walk. Anyway, most #255 riders who use stops on Market St live closer to 3rd St (east of Market). Plus, a bus that traveled part way on 3rd St (north of Kirkland Transit Center) could avoid the traffic backups along Central Way, where there's no bus stops anyway. Please consider modifying the proposal. Thanks.

Gail Gorud  
ggorud@comcast.net

<p>To whom it may concern:</p> <p>My sister and I take the #12 bus home on a regular basis, from 19th and Aloha to 4th and Madison in downtown, before transferring to a bus to West Seattle. The #43 is an option for us, but because of recent crime near 3rd and Pine, we do not feel as safe taking a bus to this area, and feel much safer waiting in the area where we get off the #12. Changes to the #12 bus could affect whether we take the bus home at all.</p> <p>The Metro bus system has been a huge help to our family when it comes to making sure my sister and I can attend school across town and get home quickly and safely. We understand that money is tight, but we hope that a solution, besides cutting routes, can be found soon.</p> <p>Thank you for listening!</p> <p>Sincerely, Julia Dolejsi</p>
<p>-Metro Transit</p> <p>My name is Abigail Gustafson and I currently take the #12 bus to visit my father at his work in downtown. I know that you would like to cut the budget slightly, however I know that at least 20 other Holy Names girls take this bus everyday and I truly believe that you would earn more money by keeping this bus running. Also I will not have any other way to get home if this bus is eradicated from the system. Please keep this bus running; it would mean alot to the Holy Names community as well as me, personally. Thank you.</p>
<p>-Abigail Gustafson</p> <p>do not discontinue # 12</p> <p>Many of us use Metro #12 from 19th Avenue East to come and go to school, work, and home.</p> <p>This bus serves more people (young and old) than would the plans being discussed for a Greenway and bike routes on 22nd here in the Capitol Hill area.</p> <p>With the additional apartment buildings being constructed in this area, let's use Metro rather than bringing in more cars to be parked in this area.</p> <p>Sister Mary Annette Dworshak, SNJM Religion Department H O L Y N A M E S A C A D E M Y 728 21st Ave East Seattle, WA 98112 t: 206.323.4272#306</p>
<p>Please keep the #12 bus; I use it every week to get to my mom's work after school. I go to Holy Names Academy and I know many other girls that use this bus, so please keep this bus going. Thank you, Mackenzie</p>
<p>Dont cancel #12</p> <p>I need this bus to get too and from school. Without it I dont know what I will do. Alot of the girls at HNA ride it. I always see alot of people on this bus. Dont cancel it!</p>

Metro Decision Makers,

Please do not eliminate the #12 bus run. As an faculty member and former parent at Holy Names Academy, I am particularly interested in the fate of this bus route. The 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.

Thank you for listening to the community impacted by your decisions.

Melissa Kennedy

Melissa Kennedy, PhD.

AP Psychology & AP Statistics Instructor

H O L Y N A M E S A C A D E M Y

728 21st Ave East Seattle, WA 98112 t: 206.324.4272, ext. 335

Hi my name is Sydney, I am a junior in highschool that uses the 12 bus system twice a day to commute to school. I live in Bremerton and I take a ferry and the 12 bus is right there and it drops me off a block from my school. If this bus was canceled I would have a hard time getting to school everyday and I love my school. I study's so hard because I want to do something great in the future. I know this is only one email but my sister wants to attend my highschool next year and the 12 bus is really the only way we get to school. Many of my other classmates also use this bus to get to and from school. Please keep it running.

-Sydney Bishoff

We Need Bus #12

Hello,

I am a student at Holy Names Academy and a resident of the Capitol Hill area. I am writing to ask that the #12 bus route is kept for the transportation ease of everyone who relies on using the #12 to get to Broadway, St. James Cathedral, and downtown Seattle. Without the 12, it will cause a great inconvenience for those who need to commute to the Swedish and the surrounding hospitals. It'll be difficult getting to the library and heading South to events in West Seattle and anywhere south.

My friends use this bus to get home to West Seattle and its the difference between getting home at 3:30 than 4:40. That's time we couldve been doing homework.

I use the #12 at least a couple times a month, and those commutes would be at least 45 minutes longer without this bus. That's not time I want to waste.

I urge that king county keeps this bus stop.

Thank you for your time.

Sincerely,

Zeena Rivera

Dear Metro,

I take the 132 to the transit center, then I take the 166 to get to school every day. It's pretty much my only option, as my school doesn't have school buses, and my parents need to be at work. Many others at my school also take various buses to school. By eliminating them, you are cutting our line from home to school. I do understand that this is due to funding, but I am sure there are more ways to get money. Fundraisers, for example. Anyway, I figured I'd give you guys my say.

Also, are these routes going to be replaced in any way? This is a huge problem at school, so if there was a way to get to school shortly after these routes are deleted, that would be great. Thank you for reading this.

Sincerely,  
Caleb Lundeen, 9th grader at Big Picture High School

Hello,

I heard from a friend that the bus #303 might be discontinued. I truly hope not because you see I am starting a new job on Dec 2, 2013 and this bus takes me from Aurora Village P&R (very close to my home by the way) to two blocks from my destination on First Hill. I really hope this won't be eliminated and that I have to find another bus and/or have to take 2 buses to get to my destination. I have been riding the bus for 19 years and so far have been very lucky to have to only take 1 bus to where I needed to get to, I hope that doesn't change. Please please do not eliminate this bus route.

Thank you from a concerned metro bus rider,

Kathleen

Please keep route 16 the way it is.

Northbound passengers rely on this northern portion of the route for medical appointments, shopping and banking.

With the proposed rerouting, stops at or near NW Hospital Annex, DSHS, Public Health, Polyclinic, 5th Avenue Professional Center, PacMed, the medical building at 5th Ave NE and 103rd, and Group Health would no longer be available.

Bank of America, Key Bank, Chase Bank and the BECU Service Center stops will be gone, as well as the two main entrances to Northgate Mall and the Target, Best Buy shopping area.

Thank you for maintaining such a productive service,  
Jan Shriner

Please do not cut route 250

Hello,

We were shocked and saddened to learn that Metro is planning on cutting route 250:

[http://metro.kingcounty.gov/am/future/proposed-changes.html#routes\\_221-300](http://metro.kingcounty.gov/am/future/proposed-changes.html#routes_221-300)

We live in the NE 24th St area, and work at Seattle downtown.

250 is an extremely convenient bus route for folks like us to get a direct connection to Seattle downtown, to be able to get to work on time, and return to our families on time.

The routes during the 7am - 8:30am (NE 24th St departure), 4pm - 5:30pm (downtown departure) time slots are therefore most crucial to this regard.

It was also with surprise where we read somewhere that the reason for cancelling this route is due to low ridership!

We are surprised because atleast the timeslots mentioned above, per our experience, is typically packed.

Please let us know what we, as taxpayers and citizens, who depend on this specific service, can do to ensure that this service continues.

Sincerely,

Regi John, Evelyn Devaraj

To whom it may concern, please do not delete route # 47. This would prove to be a hardship for many elderly and disabled people living in this neighborhood. The # 47 is full every morning and afternoon to and from work. Perhaps reducing trips in the evening hours would be a better alternative.

Thank you,  
Evelyn

Route 190

I have tried to talk to someone in person, and failed, and could not make the town hall the other night in Federal Way due to a work commitment.

I would like to talk to someone about the proposed route changes in South King County. Currently I take the 190 a lot, which delivers me to Safeco through the SODO neighborhood. I fully understand that cuts are likely to be made, and great efforts have been made to step up the 177 route with additions. My question is why has the entire SODO neighborhood been left out in terms of service from the southend? I can't find a route that would go through SODO from the Kent/Federal Way area via I-5 that would go through SODO? The new route of the 177 will take the Seneca exit, which to me leaves out the SODO, Pioneer Square and Financial District neighborhoods.

Can someone please contact me to discuss?

Thank you!  
Jeff Evans

<p>Good morning,</p> <p>As a resident to Eastlake and metro bus rider I am deeply concerned with the proposal to eliminate Express bus 66 and failure to replace Eastlake express stops with Express bus 73. I understand that bus 70 will continue to run through Eastlake at a higher frequency, however with the bus situation during rush hours subject to crowding already I am unsure eliminating all routes through Eastlake except bus 70 will resolve that issue.</p> <p>Eastlake is a destination area with dozens of fantastic commercial and restaurant options as well as home to many residents. Please reconsider your proposal to eliminate bus routes through Eastlake, and if the 66 must be eliminated do not allow our express stops by the 73 to be eliminated as well (Aloha, Garfield, Lynn, and Harvard). Our residents rely on your services to take us to and from our destination downtown and beyond.</p> <p>Thank you for your consideration,</p> <p>Meredith Rae Eastlake Metro commuter -- 206-660-9651</p>
<p>Good morning, I take the Bus 210 everyday for work (both ways) and was given the notice that this bus route will be cancelled next Fall 2014. I am sending this note to ask you to reconsider this decision. I am not the only person who needs this route. I have talked to several business people who travel to Seattle to work everyday like me that will be severely affected. This is the only bus who passes through my neighborhood!!!! With the changes of this route by stopping at East Gate Park &amp; Ride, I am sure you realize that a lot of people will be affected. PLEASE CONTINUE THIS ROUTE!!!!</p>
<p>Please keep route 26. It's an important one that serves Fremont and Wallingford, and is always packed.</p>
<p>I am extremely surprised that you would consider eliminating the 205 route. The early morning and late afternoon schedules are well used and the bus is usually full. It services Mercer Islanders to Seattle University, O'Deah High School, Harborview, Swedish, Virginia Mason Med Centers, NW Kidney Center, medical offices on Broadway, Boren and Madison as well as the university District.. Senator Fred Jarret, now Deputy King County Executive helped to get this route implemented. I suggest that these more heavily used bus times be kept!</p>
<p>I just don't see how eliminating stop at Tukwila park and ride for route 193 is going to make that much difference, the bus is going that way already and there are many people using this park and ride to go to work. I could see it if there were not enough people to pick up there, but this is not the case. And don't the hospitals partly fund this route? I am quite upset over this! As the bur ridership increases you are cutting the routes. How much sense does this make?</p> <p>I ride bus 193 every day. If you eliminate this stop I will be forced to drive my car to work as I refuse to get up at 4 to get to work by 7:30.</p>

Can someone tell me what stops will be available on the revised 28X? Specifically, I and several of my neighbors use the stop at 61st and 8th. Will this stop still be available?

We have already lost other stops on 8th between 65th and market. I ask that this stop be kept open.

Thanks,  
Kelly Rider

Proposed cuts to Bellevue College bus route 271

Hello,

Just wanted to weigh in on the proposed budget cuts to the bus routes to Bellevue College (Route 271). Please keep service during peak bus-ride times on this route; perhaps you could cut back on frequency of buses or the times of day but many people rely on this bus to get to school and Bellevue College is a huge hub for students and staff traveling from all over the place. This will increase congestion and cause students to have to walk through more dangerous roads in winter weather to get home and seriously harm the wonderful public transportation system that is in place now. I understand the need to cut back but please keep in mind that Washington state considers access to education a huge priority and this proposed cut threatens that mission.

Thank you,  
Audrey Fischer  
Transfer Academic Advisor  
Bellevue College  
425-564-2307  
425-564-2212 appointments  
audrey.fischer@bellevuecollege.edu

A Case For Keeping Route 306

To Whom It May Concern;

I heard that Route 306 is on the list to be cut completely out in 2014. Without knowing much in the way of King County Metro's grand plan, I hope my case would be considered:

Seeing as how the 306/312 route is shared with Sound Transit's 522 route, it does seem like the easy choice to eliminate one of these three routes. Considering the fact that the 306 is the only route of the three to go north up 61st Ave and down 68th Ave in Kenmore at the end/beginning of the route depending on the direction of travel from/to Seattle, the 306 seems to be the obvious one to keep because it has the highest coverage for riders.

It makes it possible for riders in the neighborhoods around 61st Ave and 68th Ave in Kenmore to walk to and pick up the bus at bus stops within a safe and reasonable distance from their homes. Their alternatives are to walk/bike an extra mile or more down to Bothell Way on arterial streets with large sections of no sidewalk, or drive down and park at one of two Park-and-Ride locations in Kenmore to pick up the 522.

The 522 is currently maxed out in its ridership during peak hours and several off-peak hours. It would create the need to add additional drivers to the 522 route. Why not just keep a few times available on the 306 route? It would keep a higher marginal utility value that the King County Metro can offer to riders in Kenmore and would be nearly the same cost of what it would be to add more drivers to the 522 route.

I will continue to ride the bus no matter what happens, no matter how inconvenient it becomes to ride the bus even in the rain and snow, but when I speak to my neighbors and friends in my community, I as well as many others, including real estate agents, vendors to the area, school administrations, etc can help endorse and improve ridership much easier in my area.

Look at the stats on route 306 and the significant increase in riders on the section of the route that includes 61st Ave and 68th Ave in Kenmore. I see it growing every day, and I have been watching it consistently for 4 years. It is what is called "induced demand": if you provide it, it will be used. Those who are moving in here in Kenmore are more savvy to riding the bus and more prone to reducing their reliance on their vehicles.

I would hope that the plan for Route 306 is looked at and examined closely for its current and future value to the Kenmore riders on King County Metro. I feel like there is a way to if not preserve Route 306 in its entirety, at least provide a modified option that still gets buses up into the Kenmore neighborhoods and provides a safe and reasonable option to current and future bus riders in that area.

Kind Regards,

Marty McFadden

PROPOSED BUS CUTS TO BELLEVUE COLLEGE

My message could apply to all proposed bus cuts not just BC bus routes.

As a taxpayer and senior citizen who is still working, I suggest you raise the bus fares accordingly until you can pay for your bus transportation without asking for and receiving more taxpayer dollars. People who ride the busses are still going to be paying less than if they owned a car, insurance, gas and maintenance included. If you cannot support the bus run, then cancel the bus run.

I will vote against any taxes proposed for transportation.

Glenda Coma

Discontinuation of the #12 bus on 19th ave east on Capitol Hill will hurt too many! I know 4 elderly people who use it to get to 1st hill doctors, not to mention me and several friends who travel to work daily at Swedish.

Is it possible to have longer times between the runs or anything else, in order for this popular route to continue?

Thank you very much for the service you provide. Metro has done a great job in the face of challenging economic circumstances to provide a much needed and valued service. Of course, the proposed cuts are a difficult issue, so I am writing to see how I can best assist in problem solve the budget issues specifically to retain route 215 in the event that additional funding is not provided by the state or the "local option".

Route 215 is an invaluable service to me and many others as a Snoqualmie Valley resident who works in downtown Seattle. The changes made in this Fall have further enhanced the service for many riders. Also, my experience is that the bus is nearly always full at the times I ride, both ways. It would be devastating to lose this service, and thus I'm writing to see what I can do to assist in the evaluation and problem solving of budget issues for this particular route.

Is it a matter of revenue for the trip? Your publicly available study seems to indicate so. The route travels a long distance, so I imagine that fuel costs and driver time are factors in the profitability assessment. One suggestion to address this issue and increase operating margin would be to add a new zone level (leaving the other zone costs as is) at increased cost to compensate for these factors. There are other options to consider as well. I'm certain that current riders would be open to considering these options as opposed to a complete cut of service if it comes to that.

I do plan to attend an outreach meeting and am very impressed by the amount of information and proactive notice being given on this issue. It is clear that Metro is doing its best in a difficult situation.

Could you please let me know your thoughts on the matter, and how I can best help in any way?

Best regards,  
COLTON LODER  
Colton.loder@gmail.com  
801-361-1457

Metro routes from starlake Park&Ride

I want to complain about the decision to close routes 152, 192 and 190.

These are the only buses that service Starlake park & ride. How are all the riders supposed to commute to work?

If public transportation is not offered than all the commuters from this area will be driving. Shouldn't there be an alternative solution.

Is there something the riders can do to get our voices heard?

Thank you

Shamilta Mahabir, CPP

Payroll Specialist | Finance & Information Technology

Phone: 206-398-5382 | Fax: 206-689-4918 | shamilta.mahabir@soundtransit.org

Proposed Changes to the 125 Route

NO! NO NO NO!!!

Are you folks out of your minds?!?!? Leaving the entire neighborhood of Puget Ridge with no weekend access to the rest of Seattle? No mid-day or late evening access?

I was under the impression that the City of Seattle wants to decrease the number of cars on our streets, and continue to reduce emissions. Instead, my family has had to go up to two cars. I doubt we are the only ones who are considering adding even more cars to the neighborhood. If my teens cannot take any city bus to and from school, they will have to get licenses and drive themselves.

Do you realize that what you define as "peak hours" does not conform to school schedules, particularly with alternative high schools and JumpStart students? And do you think there is sufficient parking near their high schools to accommodate even a small increase in the number of students driving to school? If you implement all your proposed eliminations and reductions, prepare to see a lot more auto traffic around Seattle high schools, as students either drive themselves or get driven by a parent or guardian.

And please be careful what information you extrapolate from the stated "decrease in ridership." Of course fewer people ride when you eliminate Sunday service, stop operating before the end of Mariners games, raise fares astronomically, and so forth. We have to drive to sporting events, drive to weekend festivals, and drive our children & their friends all over the place.

Seattle once had an enviable public transit system, but it gradually became a system I was embarrassed to tell newcomers about, and then something I could rarely depend on.

You simply cannot leave entire working-class neighborhoods without daytime, late night, and weekend public transit. It won't work.

Sincerely (and without sharing the profanity that these proposed changes inspired!),

Linda Cheung

17th Ave. SW @ SW Juneau St.

<p>Route #209</p> <p>What is the #209 going to do in February? I know you are getting rid of it in June. What you recommend that I take to get to Preston starting in June? I work for the City of Bellevue and the only transportation I use is the bus system.</p>
<p>193 route</p> <p>I commute via metro 5 days a week to and from work. I catch the first bus to first hill and the last bus from Virginia mason medical center. This bus route has kept me safe from walking downtown alone in the dark to any other routes. For this route to be discontinued would have a huge impact on the commuters to our cities hospital employees. Please consider the jobs you help keep and the families you help feed when you look at this route to cut short n</p> <p>Thank you Marquita Evans Owner A-List Nanny Services</p>
<p>Greetings,</p> <p>As a transit-reliant resident of Eastlake I was appalled to hear that Route 66 will be eliminated in the impending budget cuts. I can understand manipulating the frequency during non-peak hours and weekends, but to remove it completely! I regularly commute downtown, and I often can not get on the 70 in the morning. The 66 has standing room only as well, but at least it is a larger bus. And if the 66 is eliminated the 70 will be impossible to ride. Perhaps the 66 could primarily run during peak hours?</p> <p>Ultimately, Eastlake is not a thoroughfare - thousands of people live and work in the neighborhood. Plus, with the new South Lake Union development, even more people will be commuting in and around the community. Please consider the residents of Eastlake; I do not have a car, or another other form of transportation - I rely completely on transit.</p> <p>Thank you very much for your time and effort.</p> <p>Best Regards, Cami Culbertson -- Cami Culbertson 2014 BLA Candidate, University of Washington ASLA- UW Chapter President</p>
<p>Proposed change to Route 16</p> <p>Here we go again. This change was proposed two years ago, we shouldn't have to keep fighting to keep it. Now the Green Lake Village is about to open with 267 new apartments, more riders. Northbound passengers rely on this northern portion of the route for medical appointments, shopping and banking. With the proposed rerouting, stops at or near NW Hospital Annex, Polyclinic, 5th Avenue Professional Center, PacMed, the medical building at 5th Ave NE and 103rd, and Group Health would no longer be available.</p> <p>Bank of America, Key Bank, Chase Bank and the BECU Service Center stops will be gone, as well as</p>

<p>the two main entrances to Northgate Mall and the Target, Best Buy shopping area</p> <p>I have just sold my car and rely heavily on this route. Transferring buses with a walker is difficult. Lynn Burnett</p>
<p>this is in regards to service lines 916 and 914 in Kent, WA. There are 7 senior independent living facilities in downtown Kent and a great number of the tenants don't drive and rely on these buses to go do their shopping. The proposed cuts will be devastating. MY QUESTION IS, HAVE YOU EVEN CONSIDERED ADDING COLLECTING A FARE? Most of the seniors would gladly pay a fare over loosing the ability to go shopping! I believe you have skipped a step in the process for this line. The bus is busy most of the time.</p> <p>Please reconsider the needs of the seniors of this community.</p> <p>Georgette Corbat</p>
<p>Of all the funding options for reducing the King County Metro's debt why couldn't Washington State levy a surtax on behalf of King County on undocumented workers employed in King County? It may be difficult to qualify for this benefit but it should be possible since the applicant needs to provide prove of identity when applying for a new license. This drivers license could also assist the driver in the voting registration process for the Democrat party.</p>
<p>Please keep route 26. It's an important one that serves Fremont and Wallingford, and is always packed.</p>
<p>Dear King County Government Customer Service Representative:</p> <p>I am a senior citizen and live on a floating home on Lake Union near Eastlake. One of the very good things about living here is that I rarely need to use my car to get places. I rely heavily on the Express 66 and the local 25 for destinations both north and south of where I live. The city has encouraged a huge increase in population density in my neighborhood. I can't imagine that slightly increasing the frequency of the 70 bus, which is very overcrowded, will offset the proposed elimination of express bus service, including Route 66, and Route 25. I rely on the bus system to get me to the express rail service to the airport as well, and travel frequently. The hardest part of the trip is the access to and from my home to the rail stops. With luggage, the trip can be difficult and time consuming even under the current circumstances. I plan to return to cab or POV as my means of transit if your proposed changes make that airport commute even more arduous than it is. This is contrary to our overall goal to make Seattle a livable, attractive, climate-neutral place to live.</p> <p>Ann E. Prezyna</p>
<p>Good morning, I take the Bus 210 everyday for work (both ways) and was given the notice that this bus route will be cancelled next Fall 2014. I am sending this note to ask you to reconsider this decision. I am not the only person who needs this route. I have talked to several business people who travel to Seattle to work everyday like me that will be severely affected. This is the only bus who passes through my neighborhood!!!! With the changes of this route by stopping at East Gate Park &amp; Ride, I am sure you realize that a lot of people will be affected. PLEASE CONTINUE THIS ROUTE!!!!</p>

<p>I live in rural king county with no bus service, but I had to pay two \$20.00 congestion reduction charges, that do not pertain to me whatsoever. Now you want to place a tax on the gasoline I put in our vehicles to pay for metro transit shortfalls. Help me understand why we citizens that are not even able to use you transit system should have to be subjected to another increase in our gasoline when I believe the proper way to solve the transit shortfall is to increase the fee on the people that USE the metro transit system. I would greatly appreciate a response.</p> <p>Thank you Kevin D. Miles 13516 196th AVE SE Renton, WA. 98059 kevin.miles@comcast.net</p>
<p>public duty doctrine</p> <p>isn't breach of trust of public duty</p> <p>doctrine? metro gets money from feds where does it go?</p>
<p>There has been a lot of talk about Metro losing money. I have a suggestion that could save some money without cutting services. Why not institute the old method of bus transfers where the transfer was only good for the direction of travel and couldn't be use for a return trip.</p> <p>The time could also be shortened.</p> <p>Passengers would accept this change if it saved some stops or routes.</p> <p>Bill Proctor blproc@comcast.net</p>
<p>Keep Route 16 as it is</p> <p>My senior mother relies on this route. Please do not make more difficult for all seniors who may rely on this route.</p> <p>Todd Shriner Todd.Shriner@Gmail.com</p>
<p>I agree with your approach to revise service to meet revenue. You could also raise the price for a ride. Riders should contribute more to the cost of the service. A 20% increase is not enough to cause hardship or reduce ridership, but it would increase revenue.</p> <p>Mary Ann Bartholomew</p>
<p>Can someone tell me what stops will be available on the revised 28X? Specifically, I and several of my neighbors use the stop at 61st and 8th. Will this stop still be available?</p> <p>We have already lost other stops on 8th between 65th and market. I ask that this stop be kept open.</p> <p>Thanks, Kelly Rider</p>
<p>Keep 901</p> <p>Please don't cut off 901 I need it to get to work and a lot of other people use it you will cause a huge inconvenience to customer's if you cut this route so please keep it going we need it.</p>

Why is Metro cutting bus service and eliminating routes so it can use the money to fix roads? Seems very counter productive - what happened to the concept of a cleaner environment and a better way for people to travel via a good public transportation system? Apparently, Tim Eyman wants more cars on the road and has probably never taken a bus in his life. I am especially upset with the changes in bus service to the Eastlake community. From what I have read, there will be only one (1) bus running on Eastlake during the morning rush hour! Routes 66 and 25 are to be completely eliminated, which means ALL riders will be either squashed onto the one route left, or be left stranded, as the 70 route already tends to have standing room only in the mornings. Rumor has it the 73 will run in the evening; why can't the 73 at least make stops on Eastlake in the morning, like the 66 did???? We are not getting trolley service, as other areas are, yet the population density is going up, not down. Eastlake can't be touted as having excellent bus service in the future, as housing developers have been advertising. If anything, bus service will be the worst I've seen in over 30 years. Please reconsider the proposed Metro bus service for Eastlake. We count!

Hi

Over the past couple of weeks, I have received about 5 calls from people claiming to be doing a King County Metro survey about people's behaviors and travel. I have declined to do the survey because I did not know if these calls were legitimate or not. The last one I got tonight claimed to be from Bernard Research. The phone# starts with a 781 area code. I thought that was strange. Do you know if these calls are legitimate or if they are maybe criminals trying to find out what time people leave their house and what buses they ride? It's hard to tell. I thought I would mention these calls to you just in case it is a concern.

Thanks. Please email me and let me know.  
Sincerely, Sally Schmidt

Metro:

I see where you are making some major changes and/or deletions on some of the Metro Buses. I would like to know which lines are affected, which will be eliminated and which will be changed. Please send me a list so I will have knowledge of the changes---Also, when these changes will occur.

Thanks very much for your help.

Metro:

I understand that you're considering terminating the #66 Express bus that runs down Eastlake Ave. I live two blocks from Eastlake and Lynn, and I use the 66 Express on a regular basis. If your budget necessitates ending the 66, could you please have one of the other express buses, such as the #73 express, stop at the express stops along Eastlake instead?

Also, the weekend buses stopping along Eastlake Ave. tend to be quite full, so please try not to decrease the net number of buses on Saturday and Sunday. There's clearly an existing need that will only be more acute without the 66 Express.

Thanks in advance!

A transit-dependent citizen,  
Brian McDonald

I am writing to voice my opinion about the proposed changes to the #12 bus - namely eliminating the segment on 19th Avenue East.

This is a short segment but it serves many elderly and youth who attend school or religious services at St. Joseph's church. It is also a transportation life line to many students at Holy Names Academy and other surrounding schools. In addition, the neighborhood residents use this bus and do not consider it at all "a duplication of the #10 bus on 15th Avenue East." The #10 and the #12 buses serve a separate group of people in a very different part of capitol hill. For many other than the very fit, the walk up the hill from 19th to 15th is not possible. By eliminating the part of the #12 route along 19th Avenue East you are effectively cutting off transpiration to our neighborhoods who most need it. I can walk up to 15th Avenue East without an issue but most who I visit with at the bus stop I use at 19th Avenue East and Aloha can not.

I can't believe that eliminating #12 service on the 4 or 5 blocks along 19th Avenue East will really free up so many needed resources for Metro that it warrants the disruption it will cause our neighborhood residents/taxpayers. It will definitely have a major impact negative on this neighborhood and the #10 bus and the other bus routes mentioned in Metro's information are not at all a duplication of the #12 route.

Please do not suspend service on the #12 bus along 19th Avenue East.

Thank you.

I have tried to talk to someone in person, and failed, and could not make the town hall the other night in Federal Way due to a work commitment.

I would like to talk to someone about the proposed route changes in South King County. Currently I take the 190 a lot, which delivers me to Safeco through the SODO neighborhood. I fully understand that cuts are likely to be made, and great efforts have been made to step up the 177 route with additions. My question is why has the entire SODO neighborhood been left out in terms of service from the southend? I can't find a route that would go through SODO from the Kent/Federal Way area via I-5 that would go through SODO? The new route of the 177 will take the Seneca exit, which to me leaves out the SODO, Pioneer Square and Financial District neighborhoods.

Can someone please contact me to discuss?

Thank you!

I work on Dexter Avenue and live in Crown Hill. I usually take the local 28 Route to get there. I think cutting both the 28 and the 26 routes entirely would be a big mistake. Both go to completely different areas that need bus service. Why not keep them, but have one of them end/start in Fremont, like the weekend shuttle service? That way people could transfer to the surviving bus and continue down Dexter and the people along Dexter Avenue would have bus service. Not everybody on Dexter can get up to Aurora or down to Westlake easily to catch a bus there. Only a couple blocks actually connect up to Aurora. Dexter has been completely redone to be able to have bus stops that jut out into the streets, it's silly to get rid of all bus service on that street. Please consider this alternative to cutting both routes entirely. Thank you.

I do not drive so Metro is my only form of transport. I live by First and Normandy in Burien and work near the Redmond Transit Center so that is one long commute (about 2 hours). Please do not cut the express buses to Burien from Downtown Seattle.

I understand the cuts result from inaction by the state Senate; however, I have some specific recommendations.

I live at 8818 SW 216th street, Vashon, Wa 98070. I am a low-vision non-driver and depend on 116/118/119/RR-C to commute to downtown Seattle (6th and Blanchard) where I work as a federal program specialist.

The once frequent inbound 119 at Portage - corner of Tramp Harbor and

Quartermaster- (.6 mi walk) has dwindled to one choice which meets the

7 am ferry resulting in a 2 hr door to door late work arrival trip at peak rush. The only alternative for a prior to 8 am arrival is the 118 At the 204th P&R (1.0 mile walk) for the 6:40 am ferry.

Para transit scheduling is unworkable.

A smaller jitney bus might be cost effective. Routing up Monument (snow route might save 5 - 10 minutes and money). Eliminating banking hour service might help.

However I implore you to maintain that one single 119 route at peak or even better; run it earlier to catch the 6:45 sailing. Note that WSF is proposing to move the 6:40 am Vashon departure to 6:45 and the 7:00 am departure to 7:10 - a very late departure indeed.

Thank you for your acknowledgement,  
Steve

Sent from Steve Ice  
Stephen.A.Ice@gmail.com

This is not going to be a scathing comment but rather one of feedback. I am a 26 year old woman living in the heart of Seattle. I am blessed to be on first avenue where busses run but even then our community has been SO short sighted about our metro maintenance.

Like it or not, people are people and even basic functions such as bathrooms are being ignored. You cannot expect people to be in the middle of nowhere and not expect them to use those basic functions. There are businesses that could benefit from the continue of metro services because people are spending less time on I5 and more time on a commuter bus or the light link rail.

However, with that being said we need to prioritize this. the reason seattle WORKS and that people can spend more time with their families is BECAUSE of metro. We can spend less money on gas and more time in a book however if you intend on keeping this we HAVE to think ahead.

We have football games where people are leaving drunk but have no method of mass transit to get back to kent/ federal way. Our parking lots just in tukwila park and ride are full. We seem to be so short sighted about building a new metro system but not maintaining it. The link light rail would work so well if it was extended, if there were more places people could park and have somewhere closer to home to park then seatac.

My generation is crawling towards the idea that maybe we can change something but even if it starts with an email know that the busses have such a major impact. The public toilets work in oregon, the metro system is the HEART BEAT of New york. If we don't treasure that you will be hurting many people of ALL tax brackets and preventing them to getting to work or home on time.

Proposed Cut - Route #121 (UNCLASSIFIED)

The removal of Route #121 will have a substantial affect on all of the Government and Civilian Employees of the Federal Center South, located at 4735 East Marginal Way South. I converted to Metro Transit about a year ago. I leave my car home. J Love the service... If Route #121 is no longer available, I will have no choice but to return to driving to and from work every day.

PLEASE NOTE:

Every morning there is an average of 6 people on the 121 when I get on the bus downtown. In addition to those 6, an additional 9 people (including myself) get on the bus.

3 people get off the bus at the shipping company, (The stop prior to the Federal Center stop).

9 people get off at the Federal Center:

5 Army Corps of Engineers

2 Civilians

2 MEPS/Military.

In the afternoon, there are usually between 5 – 8 people on the bus when it stops at 99 & Hudson. 121 picks-up 12 – 15 people at the Federal Center. There is an average of 20 every afternoon that will be affected. The total range of persons affected daily is as follows: 32 – 38 people daily: Average number of person affected = 35

Please reconsider cutting route 121.... I really do not want to start driving to work again...

\*\*\*\*\*In addition, You will lose a bunch of money on the Commuter checks that are issued to us...\*\*\*\*\*

Routes 26 & 28

To Whom It May Concern,

I can understand eliminating one of the routes due to they basically run the same route. But removing both routes will hurt Riders. I take this route daily to come to work or go downtown. I can say there is a very large employed commuter based population that uses this one of the routes.

I just wanted to voice my concern about taking away both routes. I completely understand to remove one and limit the service during non-peak hours. During the morning and after-work commute I know that either one of these routes is very busy and full.

Thank you for your time,  
Toni Lawrence I Account Analyst II

Dear Sir or Madam,

I heard about the proposed cuts of Routes 66, 25, and 72 as well as the reduction of Route 71. As a resident of Eastlake and a person who uses the bus system every day I would like to say that these routes are a vital and crucial part of my commute.

Every morning and evening I see that the 66 is packed full and I personally believe that it would be a mistake to cut the route. I understand reducing the frequency of operation during the middle of the day potentially while people are not commuting but from my observations many people would be without popular routes they depend on.

I do understand that Metro needs to save money and that cutting routes is one way of doing so but by eliminating these routes entirely I feel that Metro would lose loyal users of public transportation that have to find alternate ways of commuting. Reducing service during non-peak times would retain these riders while still reducing operating costs.

I also know the proposal is to increase frequency of service on the 70 but that only solves the problem somewhat between downtown and the University District. That does not address taking away routes to Northgate and forcing everyone to transfer in the Univeristy District.

In summary, I feel that it would be a grave mistake to cut routes 66 and 25.

Thank you very much for your time.

Sincerely,  
Emily Griffith

Thank you for your speedy response.

I will not be able to attend the meetings, but I do have a few suggestions if you would not mind passing them along.

- How about mailing the CEO's and heads of companies in Seattle for suggestions; explaining of course how cutting all the routes will affect their businesses and employees. They may lose associates if they cannot find a way in to work, or experience a drop in sales or business if shoppers cannot get to their stores. Choose the top 100 or more companies/businesses in Seattle. Seems like we need a lot of enthusiastic knowledgeable people to brainstorm and think "Out of the Box". It certainly would not hurt to try.
- You might also think about asking the State of Washington to develop a license law for all the bicycles. We (the State/ DOT/ Parks & Recreation) have spent money on bike lanes, bike trails, bike racks and they – the bike riders – should have to purchase a 1-year license – each year. They would get a small license plate to hang from the back of the bike seat and of course be subject to all the appropriate laws of the roadways. The charge could be anywhere from \$10.00/year to \$60.00/year (which is only \$5.00/month). You could even get as creative with them as with the automobile license plates!
- Then you could consider asking all the many companies – Like Marriott for example - who reimburse their associates up to \$40.00/month for riding the Metro/Sounder – to send all or even half of that money to fund the buses. It may be a hardship on some associates, but much better than taking their way to work away. This would not only help fund the budget for the busses, but would still help and allow associates to keep their current jobs and get to and from work.
- Also, I did see a blurb on the news last night and it would be good to make sure that the media also stays abreast of this situation. They are your (our) best ally!
- And of course all of YOUR Associates' - our "Driving Technicians" – have a major stake in this situation! I am sure that they would all be willing to do something to keep their jobs and hours. I am not quite sure what that would or could be at this moment though.

I do not mean to be a pest – I'm just a concerned bus rider that keeps thinking about what CAN be done to prevent this from happening. The ideas I have presented you with may not be great ones, but perhaps they will initiate thoughts that will lead to answers and solutions. I appreciate your reading my submissions and forwarding them onto the proper channels.

Sincerely,

Pauline Schoeneman

Keep #12

I recently heard cuts to the Metro system may include discontinuance of this vital route. It is the only bus that services Madison St to get neighbors like me to a local hospital for work daily and to provide seniors a viable way to keep their independence in the community. Please keep this bus.

Stephanie Lewis

Metro #12

Please keep my bus line. I use this daily and the impact of removal would be great.

Michael Holberg

Do not cut route 12! Mass transit in this town is difficult and thus discouraging to use as it is. Madison street is a major thoroughfare and runs from two important city centers: downtown and Capitol Hill, via the hospital district! And it provides the only service from the middle of the city to Colman Dock. Many people use this to commute to and from Bainbridge Island.

Cutting this route will not encourage riders to continue using buses but will only drive them into their cars.

Ken Zebrowski

120 21st Ave E

Seattle

I heard that you it is porpoises to cut route 152 and some of 186. I current on occasion take the 152 and there are quite a few riders on the bus. Now the 186 I take a lot and you say that your cutting because not enough riders well I am on the bus right now and the drive let someone ride for free. Yesterday morning I took the first 186 to auburn from Enumclaw and the drive let 4-5 people ride for free. I don think it is that there are not enough rides it is your drives not have customers pay I under stand your afraid for their safety but don't cut routes if your drives are going to let ride ride for free.

No! No cuts in service! The 101 is crowded enough all the time already! Tell the higher-ups that there must be some other way they can save money, than to make it even harder for already stressed people to get to work.

PLease, please keep route 16 as is! I am resident of The Hearthstone.

To change the route would limit my ability to go to do any business at Northgate.

I am stunned at some of the cuts you are proposing. I personally ride the 250 nearly every day and it is very very full during rush hour by the time it gets on the highway. Certainly at least two runs in the morning and evening are very full. It does not seem underutilized to the riders on those crowded runs!

If eliminated all those riders will be pushed to the completely overstuffed route along SR520. I have often had to wait a bus or two to even get on a 545 bus during rush hour and there is NO parking. We would all have to take at least another bus to get to the 545.

One of the riders that I often ride the 250 with has a physical disability, as does her husband, and lives in the Overlake park and ride apartments. They are completely dependent on public transit as are many of the people The Arc serves living in our communities. She used to be able to go out her door and down to the bus in the park and ride before it was moved a block away – somewhat of a challenge to walk down there for her and her husband and there is no shelter at that stop either. Now she will additionally need to take the B line to the 40th street SR 520 entrance to catch the 545 and again have to walk yet across another busy street and down a block. I have seen her wait for a second bus from time to time because of the lack of room or seats.

Additionally with the changes in the 249 the neighborhood along NE 24th street in Bellevue where I live, will no longer really have a viable rush hour service... the park and rides will be fuller, the streets more crowded with cars as we all look for a way to get to work and the remaining buses to downtown – more and more overcrowded. I suspect more and more folks will choose to drive from those areas – further stressing traffic.

In looking at the calendar of public meetings for comments about Metro's proposed cuts, I am unclear what meetings would be best to attend to comment about the cuts proposed for the Route 14. There is an outreach van on January 21 at 3:30, it looks like. Is that the best opportunity to comment? (I hope not.) There is also a southeast Seattle public meeting on January 23 at 6:00, it looks like, but I could not tell where that would be.

Please advise me as to any public meetings that would be the most logical at which to comment about the proposed cuts to Route 14.

Thank you.  
Noel Nightingale  
Work: 206-607-1632

Hello.

I do not drive. I work full-time and I take the bus every day to and from work. I also take the bus for errands on weekends. I will be compelled to take the bus, no matter what the service level is, but it's my opinion that many people who have a choice will stop taking the bus if service drops. That will cause traffic problems.

That's it. It doesn't take very many words to describe the results of service cuts.

Susan Mullen  
s\_mullen@spu.edu

To whom it may concern:

I am writing to you regarding the cuts that will be happening/or which have been proposed with the Metro services.

For one, there are many, many people who depend on the metro transit services to get to their jobs, so they can feed their children, so they can pay their rent so they don't end up homeless. The cuts which have been proposed are absolutely ridiculous.

With the way the economy is, people NEED to get to work.

Do we want more cars on the road? NO.

This takes me to another issue I would like to voice about; I live in Orting and work in Kent.

I leave my house every morning at 5 am to catch the Sumner Sounder train, this train is a heaven sent. It saves me lots of time and money. Now, the thing is, Metro wants to cut the short little bus (route 913) that picks all of us up at the train station and delivers us to our jobs, what is going to happen when this bus is cut? I would have to walk over 5 miles to get to my job.

As a taxpayer and dedicated worker, I am begging of you, please don't discontinue our transportation to be able to get to our jobs, so we can give back to the community.

Gratefully yours,  
Mary A. Buffon

Dear Metro and Concerned Commuters,

I live in Roanoke Park area and utilize the 25 Metro bus many days of the week. This 25 route I am able to catch a couple blocks from my home, ( I walk with a cane, Drs. orders) I work a couple of blocks from the 25 off 11th and Stewart. The 25 makes my commute much easier especially walking with a cane. I also catch the 25 going NE to catch eastbound buses at the freeway station or to go to UW classes, events. If the 25 route stops I must now take 2 buses and the commute may be up to an hour because of sometimes bus delays and schedule differences. The 25 route has already been cut quite a bit and serves an area in Mountlake/ Roanoke area otherwise not served. Thank you for seriously considering keeping the 25 bus going.

The 66 metro route at least stops along 4 stops on Eastlake if I want to head downtown or to Northgate from Eastlake. Ending the 66 and only keeping the 70 to pick up commuters will be problematic. At the very least please consider having the 73 make the same for stops on Eastlake during commuting hours.

Many of these buses are full often at certain times of the day. I caught the 66 yesterday as the 25 was late at 2:50 to head back to Roanoke Park. The bus was well served with riders, I had to walk up the steep hills N of Lynn to arrive up to Boylston then Roanoke.

Thank you for listening to my concerns. I have an important workshop at Seattle U this evening or I would be attending the public meeting at TOPS-Seward 11.19.13 7PM.

Sincerely  
Janice E Tufte  
206-769-0118

Many persons will be impacted by cuts in services especially since the last few years there has been an increase in ridership with Metro. It is very crowded on the busses. Service will be slower with the cuts. Traffic on our roads will increase, Pollution and environment will be greatly impacted. We already are affected by huge traffic tie-ups on the highways. Can we find another source of revenue? Why can the Metro and Sound Transit merge the administrative staff? It seems to me that it might be top heavy! I suggest that the managers ride the bus daily and observe for themselves.

To Whom It May Concern,

I understand that Metro is facing some serious budget cuts and that drivers and routes are being minimized and in some cases, eliminated. As an Eastlake resident without a car, I depend on the 70 and the 66 to reach my work in downtown and grocery stores in the UDistrict. Given that Eastlake does not have a single grocery store, the ability to hop on the 66 to and from Trader Joe's and Safeway in the UDistrict on Saturdays and weekday evenings makes it possible for me to meet all my needs without the added expense of owning a vehicle.

Without the 70 and 66, my livelihood would be severely impacted. Please do not eliminate the 70 local or the 66 through Eastlake as I know that I am not the only one of the 60% of renters and 40% of homeowners in the neighborhood to rely solely on those Metro routes.

Sincerely,  
Jenine Lillian

instead of just dropping/changing routes, can you charge actual cost needed to maintain each route. then if the public chooses to not support that route you will have a verifiable reason to discontinue. King Countians love the idea of putting thier money where thier heart is but like to be part of it also. so it cost \$10-15 dollars to ride the bus, what would a taxi cost? what would gas cost? at \$3.50 a gallon I easily spend \$10.00 a day going to work. the biggest complaint i hear is that there's not enough buses to keep the travel time bearable. I agree, if my travel time was under an hour, I would consider 1-2 days a week.thank you

I am unclear how the 214 route is determined to be under performing. During peak commute times, the bus is standing room only and sometimes doesn't stop at the last stop (5th & Jackson) out of town during PM commute times (i.e. departure times approximately after 5:10pm). I suspect that observations of route "performance" is confounded by other conditions not taken into account in your assessment. Below is a list of personal observations made riding the 214/216 for many years now (and recently the 219).

- In the AM catching a 214 at Issaquah Transit Center between 5:50am and 7:00am the bus will be typically be filled to 1 person per pair of seats, and maybe 10-20% both seats are filled.
- After 7:30am, bus is usually full to standing room only
- In the evening leaving Downtown, the 214 arrival/departure times are extremely unpredictable, and frequently result in 5-40 minutes late in arrival/departure at 5th & Jackson.
- This unpredictable timing is mostly relevant between 5:-6:pm. Outside of that 1-hour commute time generally is non-issue. The parking at the Issaquah Transit Center is near capacity daily with only a few spots open on the roof level, which to me signifies the bus route is being utilized as intended
- Because the arrival/departure times are so unpredictable at 5th & Jackson, most people take next available bus (typically 554) because they have no faith when the 214 will show up.
- Because the arrival/departure times are so unpredictable, the intervals between 214s are extremely inefficient. I have been waiting at 5th & Jackson, and literally had three 214s all show up at the same time.
- Because the arrival/departure times are so unpredictable, when the first of multiple 214s arrives only a few minutes apart, it will be overloaded and not stop at 5th & Jackson because people are unsure when the next bus will actually show.
- I have forgone getting on an overloaded bus because the next forecasted arrival time might be 1-5 minutes away. However, because the arrival/departure times are so unpredictable, more often than not, this ends up not being the case with the bus arriving up to 40 minutes late. Then there may be 2 or 3 of them within minutes of each other.
- The 216 was previously considered a "poor performer" and thus rerouted to travel to Issaquah Highlands P&R. Again, the cause of underperforming is not necessarily because of lack of demand. The 216 was becomingly notorious for being late in the evenings, and given how they only run every 30minutes, was more than people could accept. Talking to other common riders of the 216 they also gave up on that route.
- The addition of the 219 route is a great start, but I suspect if you bypass Highlands, and only stop at the P&Rs on the plateau and with a little more aggressive advertisement on the plateau P&Rs, I'll bet you'll load up every 219 there is.

<ul style="list-style-type: none"><li>• Obviously covered parking is a huge advantage and draw to ridership, which none of the Sammamish P&amp;Rs have.</li><li>• Riders heading home trying to catch a bus at 5th &amp; Jackson are at a substantial disadvantage when the bus has a stop at the Highlands. Highlands people have several options to catch a bus. Plateau riders do not.</li></ul> <p>Thank you for your consideration, Jeff.</p>
<p>The PDF shows a reduction from 9 to 4 morning and 9 to 4 evening buses. Currently only 5 of the 9 morning and 5 of 9 evening buses start/end in Duvall. In the proposal would all 4 of the morning and 4 of the evening buses run from/to Duvall? If not, note that 311 service from Duvall was already removed so this would cut service from Duvall drastically and I would strongly oppose it and would like Metros rationale for cutting 83% (3/11) or more of Duvalls service?</p>
<p>The PDF shows a reduction from 9 to 4 morning and 9 to 4 evening buses. Currently only 5 of the 9 morning and 5 of 9 evening buses start/end in Duvall. In the proposal would all 4 of the morning and 4 of the evening buses run from/to Duvall? If not, note that 311 service from Duvall was already removed so this would cut service from Duvall drastically and I would strongly oppose it and would like Metros rationale for cutting 83% (3/11) or more of Duvalls service?</p>
<p>I am having a very difficult time understanding how the limited am and pm #167 routes from Renton to the UW fit the criteria listed on the Metro King County web page explaining the cuts. The page states the cuts were determined by consideration of low performing service, duplicates other service, service level and target service level. The #167 route does not meet any of these criteria. The busses on the #167 route are always packed, there is no other bus that goes directly from Southeast King County to the University, the four busses only run during peak hours and Southeast King County has more minority and low-income residents than most areas. I constantly hear riders stating that they many others who would take the #167 from Renton to the UW if there were room on the busses. Why not eliminate some of the frequent empty routes running during the day in Seattle, rather than the only route available to get to the UW from the South end?</p> <p>Terri McLaren</p>
<p>Hello, I am strongly opposed to cutting route 12 at Madison &amp; 15th. We near the end of the line near 19th and Highland and would be negatively impacted by this cut. We are a family of 5 and use this part of the bus route regularly for many reasons including getting our kids to karate &amp; swim lessons, going downtown to every Seattle Sounders home game, and many other reasons. Additionally, we have many friends and family who visit us from other neighborhoods and they use this route. Please do not cut this portion of the route as it would negatively impact my family as well as my neighbors.</p> <p>Thanks! Amy McRory</p>
<p>re route #193X: Please do not take the Tukwila Park and Ride away from this route. It is used by many hospital workers going to and from downtown/Capital Hill. It is too far out of our way to drive to Kent Park And Ride and will take over an hour to get home. PLEASE PLEASE PLEASE think again about this route. You want nurses to get to work</p>

The Changes for the 193E that states it will eliminate the part of the route that serves Tukwila Park and Ride is unfair to First Hill workers that rely on a straight, one bus route to the their work.

1. There are usually 20 to 40 people waiting for each of the seven buses every morning.
2. The bus is going right by the park and ride and only takes about 5 min to do the stop and then get back on the freeway.
3. If you take the 193 bus away and make the riders have to go to the bus tunnel, it means more time to a) have to find a bus to go to first hill, b) wait for that bus then c) spent time on that bus to get to work.
4. If you don't stop at Tukwila, the 193 buses won't be full (we fill it and a lot of the time, to standing room only) and that's inefficient.

In conclusion, it doesn't make metro more efficient (like the flyer stated) but just lost lots of riders that would bring in revenue (and the bus is going right by) and would be a dis-service for the riders (stated in the "priority" part of the flyer).

So please rethink this unwise change and keep the Tukwila Park & Ride stop on the 193E. Keep the bus full, make more revenue and keep the riders to first hill from having more time spent in a commute that works so well right now.

I am aware of the cutback in the number 12 route to 15th and Madison.

I would suggest you do this instead.

Reroute the number 11 bus so that it goes up and down Madison as it did

15 years ago; and, like the number 3 and 4, coordinate the schedules of the two routes so that a bus comes every 15 minutes west of 15th avenue and every 30 minutes east. For those who use the 11 to go down Pike St, you could "notch" the 11 so that it turns right at Pike, drops riders off to transfer to the number 10, and then turn left to reconnect with Madison.

Sound like a plan?

Bruce Ecord

I am wondering why the information about service cut is written in Simplified Chinese instead of Traditional one. In the past, I saw all of the documents in KCM and King County were written in Traditional one. However, at this time, the information is wrongly typed in Simplified one. Since most of the people who speak Mandarin and Cantonese in Greater Seattle Area are using Traditional Chinese, I strongly suggest KCM changes it as soon as possible so that the Chinese communities will not lose an good opportunity to express their opinions about the service cut. Also that's an expression to be respectful to our traditional Chinese culture. Your help is so appreciated. Thank you so much.

Keep the route 243 going from seattle to Bellevue. Cut the 271 bus service back, there are 2,3 buses following each other which is ridiculous, no bus should be scheduled 20 min apart, but then you cut our route which runs twice an evening for commuters. Your planners need to quit wasting our money.

Hi,

I saw the flyer about proposed changes to service. I take the 913 route from the Sounder to work each day. If it's canceled, I'll have to drive instead of taking the train, which will increase my commute about 1-2 hours each day. I hope there is a way to keep this route.

Thanks for your consideration,

Megan Clark

Please increase rather than decreasing service. Density is increasing rapidly including proliferation of new housing that has no parking requirement, the assumption being that these residents will use public transportation. 66 is a useful service because it expands slightly our frequency of service and provide a useful connection for UW commuters to ferry service as well as the Northgate Park and Ride.

Yvonne Jones

2727 Fairview E

98102

Stop charging fees for kc metro to vehicle tabs. Make the metro users pony up and pay themselves by upping the fair rates, but it's downright communist that you take money from me for something I have not used once in my life.

King County,

I am writing to express concern about the planned route changes, particularly through less affluent neighborhoods in Seattle where residents rely on buses to get to and from work. The planned change to the route 8, for example, would leave a number of residents living along MLK without direct service to downtown and the Seattle Center area. We will now have to transfer to other buses or the monorail. The number of Seattle employers in that area is massive – the Gates Foundation, Amazon, Group Health, PATH, Fred Hutch – and the number of employees of those organizations that rely on that bus is only going to grow. Further, plans to end many capitol Hill bus routes at 15th Avenue would reduce the connectivity of the eastern part of Capitol Hill to the rest of the city.

Reducing late night service is also a short-sighted move, as regular buses at night provide options for those who might otherwise drive impaired at night. For Seattle to continue to be a city that attracts talent and residents, we need a transit system that makes it possible for people to get easily from one part of the city to another. The proposed cuts are concerning, and the fact that we can't get a clear budget for public transit in the city is concerning.

I recognize how hard this is for King Country officials, and hope that you can find a solution to the problem that will not involve cutting bus service for a large number of Seattle residents.

Best,  
Susan Nazzaro

I am writing to voice my opinion that Bus Route #12 should remain as is to travel down 19th Avenue East and not be cut back to stop at 15th & Madison. Apart from serving work commutes from Capitol Hill to Downtown and back, it also serves low income families who travel to 19th & Republican to the Country Family Doctor one of the few, if not the only, medical clinic in the immediate area that serves low income families in the neighborhood. This would be another deterrent from a person or family traveling to this clinic who may be unhealthy and unable to walk easily.

Thank you,  
Lourdes Vidueira

Please don't cut service for the 12 bus on 19th Ave E. It services numerous schools (St. Joes, Holy Names, Stevens, Meany). You may think the difference between getting on on 19th and 15th isn't that big but there is a huge hill right there! That will make it near impossible for people like my aged mother to use the bus.

thank you,  
liz nichols  
731 21st Ave E.  
Seattle, WA 98112

Please don't reduce the 12 bus. That would leave us near Interlaken and 19th without any nearby bus!  
Emily

Hi King County!

I live on the 12 bus route on 19th and would like it to continue. For a city that prides itself on its green-decision making, progressive government, and dedication to all its citizens -- not just the rich who can drive -- I cannot believe that you would consider these cuts. Increase taxes on everyone to pay for transportation that everyone \*could\* use. Yes: I said it. Raise taxes, use income tax, make it a fairer system Don't raise fares -- they are already exceedingly high. The idea of cutting mass transit to make up for city woes is regressive at best and punitive for everyone.

Thank you for your consideration.  
Caryl Feldacker

Hello,

I ride the 25 bus daily to work. While it is not a crowded route compared to the 43, it does serve its purpose for the residents in the Laurelhurst/Montlake/Eastlake corridor. Seats do get quickly occupied during peak hours indicating that it is well utilized during those hours.

It would be a major inconvenience to have this route cut. Those who have the option might choose to leave public transit, since alternative routes would result in much longer commute times. Please reconsider the decision and consider other alternatives for cost cutting.

Regards,  
Trang Nguyen

Please, please, please don't delete bus route 27. It's how my husband gets to work and how I take our kids to activities downtown. We also use route 43 and route 8 regularly.

Thanks,  
Hadley Leggett  
155 28th Ave  
Seattle, WA 98122

I live near 23rd and John and frequently take the #12 bus downtown to my job on 3rd and Cherry. The 11 bus was re-routed last year, and the 12 is now the only bus that takes you to the southern part of the city/pioneer square

Pioneer Square is beginning to develop, as well as 19th street, and areas of 23rd near Madison.

If access to the 12 is cut, how will any residents of East Capitol Hill and Madison Park/valley get downtown? 15th is a long way to walk out of the way.

Thank you

#### To Fund Transit

Here are some ideas to fund transit with less dependence on sales Tax revenue

Instead of spending money on Artwork in Bus shelters with Addvetising. Selling advertising space in Shelters can provide some extra revenue a little less dependence on Sales tax

And how about an admission tax to large events big sporting and Concert events can be from an extra dollar for some smaller like show at casinos and the large theater shows at Venue like the Moore Theater event to an extra six dollars for a large concert that costs over a hundred dollars per ticket.

Include an admission fee for large College sporting events

Another way to fond transit is a surcharge on school trips that put a major strain on Bus service

--

Mary Ellen Yarusso

#### Some Service Suggestions

Here are some Suggestions to save money and cut the waste

Route 8 deletes the loop on 23rd Jackson and Yesler it is just a waste of time.

And have Route 8 run on Milk Way between Jackson and Yesler

That potion of the Route 8 already has frequent service on Route 14, 27 and 48

Both Routes 14 and 48 have frequent service to the Mount Baker Transit Center.

Deleting the 23rd Ave loop would means riders having to walk an extra few feet or even a half a block at the most.

Another way to save money is to delete the loop on route 60 since routes 3 and 4 already serve Harborview and keep route 60 Broadway

A suggestion for Route 106 is to shorten it Royal Brougham and Bus Way that can Save 20 minutes in travel time

--

Mary Ellen Yarusso

Matt and Ashley: During our Council meeting last evening, there was a request to learn more about the proposed cuts to Metro and the possible/potential effects upon Carnation. While our Council understands the new Corridor service is for five years and not subject to being cut, they were interested in the possible cuts in North Bend/Snoqualmie. Will those cuts to I-90 Routes affect our citizens by making it harder for them to connect and travel to points West? Which routes are proposed to be cut and times of day of those routes?

As always, thanks for your help!

Ken

Regarding Bus Route #2

To whom it may concern,

**3RD AND MADISON IS NOT A DESTINATION!**

I am writing to let you know how devastated my community would be if Metro is allowed to move forward with their proposed changes to Bus Route #2.

The 5th most heavily used route in Seattle. Using the Seneca Street route makes sense! There is a reason why the #2 Bus uses its current route on Seneca Street and connects two inner city neighborhoods through downtown making real destinations accessible.

Metro's proposed route changes seriously reduces services from the Madrona Park, West Queen Anne, Central District, Capitol Hill, First Hill and Downtown neighborhoods.

Bus #2 today successfully serves the residence of these congested neighborhoods by delivering them to critical downtown connections and destinations such as: Light Rail, Westlake Mall, Pike Place Market, Seattle Center, Downtown Central Library, Poly Clinic, Broadway/Harvard Market, Seattle University, SSCC, Convention Center, Virginia Mason, Town Hall, and Benaroya Hall. With the proposed changes all the passengers, residence of these neighborhoods, would LOOSE easy access to these vital destinations.

The changes would require all the passengers of Bus #2 to get off and transfer at Madison and 3rd Ave. in order to reach their destinations.

Madison and 3rd IS NOT A DESTINATION. It is a desolated, dark, empty, vulnerable transfer point. One I don't want to have to stand at to wait for another bus to get to where I am going, especially at night where there is no commercial or civic activity.

Transfers are not an option for many commuters; accessibility for the elderly, addition of time to the comment, and time of day and weather makes these changes unbearable.

Transfers would add at least 30 minutes to every ones commute in order to make any connection. Metro's service is far too scant to serve these connections efficiently. For me having to make a transfer downtown every time to get to my destination would change my life considerably in a bad way. A change I am not sure I would be able to face.

I plead with you PLEASE do not approve the changes Metro wants to make to the #2 Bus route. These changes will not serve the communities that the route currently links and make mass transit far less viable or desirable for its dependent passengers like myself.

These changes may look good on paper. But dropping everyone off at the bottom of the hill does not serve our communities or make sense for commuters. Especially at a time when mass transit is needed more than ever. And all the new arrivals to Seattle are use to and are expecting functional mass transit in this, their new city.

Best regards,  
Sue Ann Harkey  
927 22nd Ave.  
Seattle, WA 98122  
206 601 2420

Route 301

I hope that the decision to route this bus off a GP ramp downtown will be re-considered. It just doubled the travel time.

I expect you will lose a lot of ridership, including me.

I just filled out the online questionnaire at Metro to register my concern. It looks like bus service would end before 10pm? And the 60 before 9pm? Yikes! Definitely going to have to start cycling. We could start a shuttle from Georgetown?

Who do we contact at Metro to speak against these changes? Really? Bus service once every hour? This is unacceptable! Do you have a contact person at Metro?

I wasn't going to weigh in on this issue - being that I have nothing positive to say...

However, the more I considered all the factors on this issue, the more convinced I've become that Metro, through poor leadership, lack of foresight and inability to think outside the box (ie a single thought stratagem - cut service and raise fares) the more I couldn't resist posting my two cents...

Seems every eight to nine months metro campaigns (blackmails) its riders and the community as a whole, on fare increases and route reductions

My point being this is not a new issue and they have not or will not resolve it via other measures.

My opinion is that they have come to the same well once too often.

Currently service is so bad that it can take 3 transfers and possibly three hours to cross town. How is it that we have gone from one of the better transit companies in the nation to one this ineffective?

I have my opinions but can't really answer that question.

What I do know - is that for me - I'm done with metro until things change at the top, until they share our pain.

My proposal?

That for every percent reduction in service - Metro MANAGEMENT takes a corresponding hit or reduction in salary and staffing first, starting right at the top. A total freeze on management bonuses and incentives as well. For every route eliminated - a senior position is eliminated as well. Also that as a condition of employment, senior management and mid-level supervisors must ride metro at least three days out every week as part of their commute.

I will actively campaign against all metro initiatives and proposals until metro quits blackmailing the public its serves..

Write the County Executive, the new Mayor and the city council and tell them that metro is fundamentally broken, Is not serving it public mission, and that we'd like it fixed once and for all!  
~2cents? (more money is not the answer - effective and creative leadership is...)  
Bill and Honey Owens

To Fund Transit

Here are some ideas to fund transit with less dependence on sales Tax revenue

Instead of spending money on Artwork in Bus shelters with Addvetising. Selling advertising space in Shelters can provide some extra revenue a little less dependence on Sales tax

And how about an admission tax to large events big sporting and Concert events can be from an extra dollar for some smaller like show at casinos and the large theater shows at Venue like the Moore Theater event to an extra six dollars for a large concert that costs over a hundred dollars per ticket.

Include an admission fee for large College sporting events

Another way to fond transit is a surcharge on school trips that put a major strain on Bus service

--

Mary Ellen Yarusso

Some Service Suggestions

Here are some Suggestions to save money and cut the waste

Route 8 deletes the loop on 23rd Jackson and Yesler it is just a waste of time.

And have Route 8 run on Milk Way between Jackson and Yesler

That portion of the Route 8 already has frequent service on Route 14, 27 and 48

Both Routes 14 and 48 have frequent service to the Mount Baker Transit Center.

Deleting the 23rd Ave loop would mean riders having to walk an extra few feet or even a half a block at the most.

Another way to save money is to delete the loop on route 60 since routes 3 and 4 already serve Harborview and keep route 60 Broadway

A suggestion for Route 106 is to shorten it Royal Brougham and Bus Way that can Save 20 minutes in travel time

--

Mary Ellen Yarusso

Greetings!

It has come to my attention that the Metro bus services are doing some cuts. That is understandable considering the times. That is however, please keep in mind the following; removing the 901 and or the 903 DART service buses would be a big mistake. I don't just speak for myself, but for the larger community in Federal Way. The 901 bus particularly is a route that a lot of people take, specifically to get to work and back. I am one of those individuals. It would be a mistake considering that people will be quite outraged to see this route removed. If it is really necessary, an alternate route that goes down the vicinity of the old Metropolitan Market end of Dash Point. Thanks for listening.

Jeffrey

This is Sightline's perspective on how we can do better than what's on the table:  
<http://daily.sightline.org/2013/11/14/we-dont-need-a-12b-transportation-package/>  
If your staff have any questions, please don't hesitate to contact us.

Best,  
Jennifer Langston

Use all number 71 and 72 and 73 to add to stop frequency , parceling stops between the lines so that scheduling is not greatly affected.

Yvonne jones

Noticed that Route 179 is slated for termination. I commute from Federal Way to Seattle and do frequently take 179, since Sound Transit's Route 577/578 is frequently overwhelmed. As this route only operates during the rush hour, and in my experience is well used, not sure how cutting this service will save money. If the ridership is relatively low, it is likely due to the fact that on occasion the arrival time may coincide with Sound Transit's bus; commuters take the first available bus.

Koorus Tahghighi

I live in Fremont and commute daily to 45th and University Way. In the last few years, I've seen Routes 45, 46, and 30 discontinued, all of which provided direct service. I now have a choice of taking the #44 (always packed, but more reliable as far as schedule) and walking 8 blocks south and west from 45th and Stoneway to get home or walking south and slightly west 6 blocks to Campus Way and Brooklyn to catch a 31 or 32, then walking 2 blocks from my stop on Stone Way and 38th. I generally opt for the #44 because it comes more often and is more on schedule.

Now the proposed cuts to #26, 28, and 31 have me feeling that our neighborhood is really being asked to sustain more cuts to service than other areas. People really use the bus at a high rate in Fremont, Wallingford, U District. The University has a lot of bus riders who are students and employees commuting from all over the greater Seattle area. We need to find a way to raise more funds and restore the cuts. Please tell us who we should contact at the State Legislature.

Irene Namkung  
Office Coordinator  
Digital Learning Department  
Superintendent of Public Instruction  
Tel. 206.616.9940  
Fax. 206.616.4595  
<http://digitallearning.k12.wa.us/>

If you stop the bus coming to the Tukwila P&R, it will mean 20 to 40 people that get on each bus in the morning will have to find a way to get up to first hill. Which means more time more hassle and possibly less revenue for Metro. The bus riders that get on the 193E to first hill, actually fill the bus to standing room only, which means revenue and efficient use of each 193 bus. If you don't stop at Tukwila P&R, the bus would be half empty which is not efficient. The fact that the bus has to go right by the P&R and not stop is absurd, it only takes about 5 min more to stop at the P&R and is going that way anyway. I have ridden this bus since its inception. It saves me time and money in transportation, time and not waiting for a transfer in the weather.

Please Keep The Tukwila P&R on the 193E route for revenue, filling up the bus for full load, and better service to first hill worker/commuters.

Mariann,

Thanks for sending this to Metro and for letting me know. It is important for Virginia Mason employees and other riders to speak up. Also, Virginia Mason has been lobbying both the State, the City of Seattle, and King County to urge more funding for transit. We will continue to lobby and will be doing some promotion on V-Net to let employees know what to do.

Thanks  
Mike

Route 348 service currently ends early for those living in Richmond Beach and who work any job other than 9-5. If the proposed change ending service before 9 PM it will leave a huge number of people who work in north Seattle and whose jobs require them to work until 9 PM or later literally stranded since that is the ONLY bus that serves Richmond Beach. I understand that Metro is between a rock and a hard place and harsh cuts must be made if there is no funding forthcoming but to make such a drastic change to the only line serving an area seems truly thoughtless.

Nancy Miller

It has come to my attention that one of the proposed cut to this bus(193EX) run is to eliminate the Tukwila stop at the Tukwila park and ride. I have worked at Virginia Mason Medical Center for over 33 years and have taken this bus at Tukwila since its inception( even before when it was a VMMC thing only). I do not understand why you would consider eliminating Tukwila when almost half of the ridership catches this bus there. I counted over 25 people getting on at this stop yesterday(6:36am) and I know it is more other days. Also this bus is supplemented by the Hospitals to get its employees to work. It has always been efficient and on time until recently when 2 additional stops in Federal Way were added. Now it gets delayed but I see a huge increase in cars on the road this fall from times gone by. I have on rare occasion taken the 150 home or to work. I have always had to stand and I am no young chicken. I have also had to stand on the 193 but then I do not have to walk 6-7 block all uphill once I have exited the bus. I also do not understand why with a P&R the size of Tukwila there would only be one bus as an option to and from Seattle. The same reason you give for cuts in Tukwila could be the exact same reason to eliminate other P&R s on the route and in some cases there are more options at the other P&Rs. I already feel Tukwila has been single out by the upcoming charge to park when other can park for free at other P&Rs. If this bus run is eliminated I will have no motivation to use this P&R and pay to park when I can go to another and not pay. Also It would no longer be convenient. I see how many get on and off at Tukwila and it is a major stop and ridership and I protest the elimination.

Sincerely,  
Mariann Cleaver

Routes 67 & 68

I have used these routes daily for 15 years.

Before that, used them as backup for bicycle commuting. Because of them, I almost NEVER use my car.

I do not have \$1500-\$2000 to spend on a new bicycle, lights, and safety gear. I am 61 years old, and I don't feel safe with all the drivers impaired by cell phones nowadays.

These routes have always seemed well-utilized. I never dreamed they'd be among the routes you're thinking of cutting.

This will be a major catastrophe for me.

Route 201/202 slated fo deletion on Mercer Island

That little bus is till a lifeline to many, and I am one of them. Please do not delete them.

Brian Williamson

bus routes cut

What about raising bus fares,and giving really poor people some sort of break in the price?

People with cars are already taxed to death.

It doesn't seem fair.

Thank you for your time.

Diane
Route changes for 40 and 61  You lot, at Metro, just only recently changed up ALL the bus schedules to as to confuse and torture us. Now you say, OMG, those buses are not doing so well! It takes time for people to understand and use the new buses. That being said, I pretty much hate you and your service for everything you have done to the #18 and 17 routes. I would use Metro though, especially in the cold winter months, the the Sunset Hill bus is the one I would most likely use. Also I can say that having late night service was a godsend to my teenagers. Now they have outgrown it but the next crop of teens will not have that to fall back on. I think you are too quick to get rid of the service here, wait a few years and then see how it is going. If only one or two people use your service then it is still valuable especially on a cold winter night.
Metro bus routes deleted  Hello. Friday an article was posted online explaining the deletion of some metro routes due to funding. I want to know if bus routes 56 and or 57 have been deleted indefinitely? Has the deletion of certain bus routes taken affect or so when does it?
I must say that I am very distressed over the proposed cuts that Metro feels that it needs to make just to keep some kind of public transportation going. Given the number of buses that will be cut, and changes made to the remaining fleet I think that your agency might want to re-think its ad campaign. Truly, how can you still claim "we'll get you there", when so many people will be losing out with these cuts. October 2012 was the biggest change in the structure in I'm not sure how many years, but this upcoming one really makes me nervous.  I can only hope that these changes are not reflective of what may be permanent changes to the system. I don't drive and have always been able to rely buses but frankly, the future of public transportation in this region frightens me.  Thanks for the service we've had in the past but I suppose we'll no longer be seeing that. I appreciate the opportunity to express my views.  Sincerely, R. Douglas

Please do not make such drastic cuts to route 14. This bus line provides service to members of the Leschi & Mt Baker neighborhood who wish to connect to the Light Rail station as well as downtown.

Eliminating evening (after 7pm service) and all weekend service will reduce the ability of users to depend on the bus service and push more community members into cars. My family and I use the #14 as our main means of making trips to the International District, downtown and to the Light rail station. This change would directly impact our ability to use Metro Transit.

Mercy

Mercy Rome,  
MBA in Sustainable Business, 2011  
Bainbridge Graduate Institute  
206-715-8141  
mercyrome@gmail.com

I am a commuter. I commute from Mercer Island to downtown Seattle... everyday. I commute by bus and bicycle as Seattle parking is expensive and un-reliable. Additionally, Seattle has failed to keep roadways navigable with traffic on many days a standstill. King County Metro's proposal to cut bus routes 205 and 211 further reduce options to travel to an area of town where many citizens work... Pill Hill. Healthcare workers living on Mercer Island will have very few options if these routes are eliminated and you will disenfranchise the student group who uses the 205 to go to UW... another area where parking options abound. Please Keep 205 and 211 viable routes!!

To whom it may concern,

I'm currently a daily commuter on route 167 which is from Renton to the University of Washington. I'm an employee at the University of Washington and takes the route 167 daily to work. This bus is essential to everyone on the bus. This bus is full everyday and lots of UW students and UW employees rely on this bus to get to work and school daily.

If route 167 is going to get eliminated, the alternative bus that we have to take to Downtown Bellevue to transfer is already very full. It also will end up more people start to drive to work and will end up with more cars on the streets and roads. Instead of building more roads and spending money on other areas, I think have a great public transportation to the public would be the best way to ease the traffic problem and better for the city as well.

Before King County Metro decides to eliminate route 167, please reconsider the impact on the road, and city this elimination would cause.

Sincerely,

Linda

Hello,

I heard there was a survey we could take to provide feedback on routes that are being considered for elimination. Where would I find it on your website?

Thank you, Gigi Altaras

November 12, 2013

46th Legislative District

Attention: Senator Frockt, Rep. Pollet and Rep. Farrell

10215 Lake City Way, Suite K

Seattle, WA 98125

RE: CONCERNS REGARDING MAJOR CUTS TO METRO TRANSIT SERVICE PROPOSED FOR  
NORTHEAST SEATTLE DUE TO LACK OF TRANSPORTATION FUNDING PACKAGE

Dear Senator Frockt, Representative Pollet and Representative Farrell:

On behalf of the Wedgwood neighborhood in Northeast Seattle, the Wedgwood Community Council (WCC) would like formally submit our concerns to our legislators regarding the major reductions in King County Metro transit service proposed by mid-2014. In fact, Northeast Seattle will arguably be hit harder than any other community in King County by the proposed service reduction and route elimination proposal, due to the lack of a statewide transportation funding package. As we understand it, the congestion reduction charge, authorized by the state legislature and then approved by the King County Council in 2011, was meant to preserve Metro service for two years while a transportation package was created. Given a package has yet to be passed in Olympia, Metro has no choice but to plan for up to 600,000 annual hours of bus service cuts to close their forecasted budget gap. In all, 74 of the 214 routes would be deleted, while other buses would grow more crowded or run less often. Many of these hours will be cut from Northeast Seattle, including Wedgwood, which already lacks any frequent transit service.<sup>1</sup> For the routes that are left and/or implemented in lieu of existing routes, Wedgwood (plus Ravenna, Bryant and Maple Leaf) riders will be subject to low frequencies and slow speeds, further impairing our neighborhood's connection to downtown, the University of Washington, Bellevue/Redmond, and other critical areas of the county. We cannot spare these hours and routes in a neighborhood long missing adequate public transportation options. These changes would likely increase single occupant vehicle trips from Northeast Seattle neighborhoods and negatively impact traffic volumes on city streets and state highways at a cost to our neighbors, city and state taxpayers, and the climate.

Here is a summary of the proposed changes that would affect Northeast Seattle riders<sup>2</sup>:

- . The 71, 72 and 73 routes would be collapsed into just one route that snakes north from downtown to Northgate, via the University District, Ravenna Boulevard and Roosevelt Way.
  - o The current 71 route would turn into an hourly, daytime-only feeder route between NOAA and 65th St.
  - o The 72 would be collapsed into the 372. o Service on 15th Ave NE, currently served by today's 73, would be reduced to peak hours only via the 373 and 77.
- . The 66 and 67 routes would be eliminated; meaning north of Roosevelt, there would be no service on 5th Ave NE
- . The 68 would be eliminated.
- . The 74 would remain during peak hours, but the 30 would be eliminated altogether.
- . The 243 would be eliminated, meaning no direct connection to Bellevue during peak hours. . There would no longer be 'straight shot' routes providing Ravenna and Bryant riders with a direct connection to downtown OR the University District; all riders would have to take two buses. It is important to note we believe Metro has done everything within their agency power to ensure our neighborhood is served with public transit, while trying to balance the needs of riders county-wide. Now, it is time for the state to match Metro's commitment to local ridership and transportation choices. Not only is transit funding

critical for communities across the state, including Northeast Seattle, but funding for other statewide programs such as Safe Routes to School are critical for communities like ours as well. Wedgwood Elementary School, for instance, has not yet been successful at receiving Safe Route to School funding for planned pedestrian improvements –despite being recommended for funding by the Washington State Department of Transportation.<sup>3</sup> Instead, the funding for this project, as well as another in the 46th District (Lake Forest Park) is pending on the passage of a transportation package from the state legislature. The WCC implores you to be strong advocates for public transportation funding within any comprehensive, multimodal transportation package that's on the table to ensure maintained service levels in Northeast Seattle.

If an overarching transportation package is not passed in the special session, please work with King County to ensure adequate emergency measures are taken to keep our transit service and choices in place. The lives and livelihoods supported by public transit in Northeast Seattle are at stake.

Respectfully,  
Keeley Hughes  
President | President@WedgwoodCC.org  
Wedgwood Community Council

Since your riders avoid paying for car fuel, maintenance, insurance, parking, tabs, fees, etc. --they can afford to pay a more REAL portion of their bus ride. They're only paying about 15% now. Oh Please. Raise fares or cut service.

I suggest you do not implement the proposed restructure of the Route 50 to no longer serve Alki nor cut downtown direct service via Route 21.

... nearly impossible for public to get ridership data for Route 50 from your reports.

...visual observation indicates that a large % of EB Route 50 riders do not transfer to another bus at Alaska Junction or 35th and Avalon, but continue on 50 to transfer at Sodo Link for downtown and southbound (Airport, Kent, Tacoma) transfers.

...Rapid Ride bus stops at Alaska Junction and 35th & Avalon eastbound are already woefully inadequate for current volume of riders. Addition of transferrees from Alki (also from former 21 downtown ridership transferring from 50) will make these bus stops unsafe due to their proximity to busy traffic.

...implementation of the crosstown Route 50 was a smart move, please do not undo it.

Is this possible?

I'm a full time Metro driver. Could we have the option of working 6 or 7 hour days (on a volunteer "pick" basis)? I and many other drivers would be willing to work less hours, and make less money (saving the county money) if we could still maintain a full time status with full time benefits. Has this option been considered?

Hello,

I just read an article on [www.King5.com](http://www.King5.com) regarding proposed Metro bus route changes, due to budget problems. I use Metro buses to go to work every weekday. I would hate to see so many routes cut, or cut-back. I would gladly pay more for my fare, but I understand that many people that rely on Metro could not afford a major fare increase and some employers that assist their employees with bus fare would not be willing to do so, if a fare hike was too high. I think that a smaller fare hike could still go a long way in alleviating some of the financial woes that Metro is dealing with. Instead of raising the fare by \$2.00, maybe \$0.50, or \$0.75.

Also, the bus routes that I take have so many stops. Those stops have to be maintained and that costs money. Maybe if there were fewer stops, Metro could save some money and the routes would be faster, so more people would feel that taking the bus was reliable transportation.

I live in Normandy Park and work in South Park. I take either a 166, or a 121, to the Burien Park & Ride and then catch a 132, which drops me off at 8th Ave S & Cloverdale, right near the South Park library. I live within a few minute walk to two separate bus stops, on the same side of the street and the same buses stop at those stops. They are literally a two-three minute walk from each other. When I take the bus home, from the Burien Park & Ride; there is a stop outside of the Burien library, another down the road & yet another immediately after the bus turns off of 4th Avenue SW, to head towards 1st Avenue S. Then another, after turning onto 1st and yet another, before hitting the light at 156th. My route from work is no different. I understand that Metro wants to make it easy and convenient for people with disabilities, or small children, or elderly people; but it seems a bit extreme. This deference and kindness on the part of Metro is costing Metro a lot of extra money. If half of the stops on routes were turned into disabled/small children/elderly only stops; it would cut costs. Metro wouldn't be discriminating, since the same people are already given deferential treatment when they board the bus, since they are given the seats at the front. The stops could be marked, the way parking spots are marked, outside of stores. It would be no different than what airlines do, when they allow the same people to board along with the first class passengers, even if they are flying coach.

I wish the tax payers were more willing to support Metro. Last, but not least, the drivers on my routes are great. I wouldn't want to see any of them negatively impacted by the cash short-fall. I hope Metro is able to ride this out (no pun intended).

From a well-wishing rider,  
Michelle O'Callaghan

Ridership is at an all time high, we can't possibly have cuts to the bus now! We don't want more cars on the road. Traffic congestion is already horrendous. The buses are already overcrowded. We need MORE buses, not less!  
PLEASE don't make these cuts!

Mr. Desmond and other Metro officials,

As presented by your recent video, don't blame the recession as a substitute for a failed business model to provide public transportation using a flawed rate structure. It is about time that services provided are also services paid for by those who benefit most from their use. While direct users of the system will never be asked to fully fund their rides, the continued financial bleeding of this transportation system has resulted in large part from disingenuous (inflated) forecasting, year after year, of projected ridership of customers. The practice by local government officials of applying flawed data intended for use in supporting a defective business model needs to stop. Minimally populated routes in the city and often zero occupied buses in rural areas are commonplace. It's about time that administrators took their fiscal responsibilities seriously and implemented retirements in bus routing that are way past due. Other areas of excess capacity have also been ignored for years and should be confronted, instead of continuing to fund inefficiencies on the backs of taxpayers.

Financial Stability & Sustainability? Without balancing the expenses by admitting to the ACTUAL transportation needs, "Financial Stability & Sustainability" is an oxymoron phrase in connection with Metro. Be more honest with taxpayers and stop thinking the public can be so easily fooled by government manufacturing data for its own convenience.

Respectfully,  
King County Tax Payer

I'm attempting to take your Service Reduction Questionnaire.

<https://www.surveymonkey.com/s.aspx?sm=MRLmB5JIVd5FXUMcBNqU3w%3d%3d#q1>

The first question "In what city or unincorporated area do you live?" has a pick list of options. The city that I live in is TACOMA. It is kind of a big city in the area but is not listed. There is an option to fill in "Other"; however, when I put Tacoma in that space without choosing a city from the pick list I get an error – "This question requires an answer."

I actually live in the Dash Point area, and due to the reduction in the service from here to Tacoma over the years, it has been more and more difficult to get anywhere on public transportation without walking for miles. My son, who can't drive due to special needs, uses the bus as the only option to get to work. He already has to walk 2 miles to the closes bus stop, then take 3 buses based on the way this area is serviced just to get to Tacoma.

I personally drive to the Federal Way Park and Ride and take the 577 from Federal Way to Seattle 4 days a week. Every day that bus is packed to standing room only capacity in the morning from 6:30-9:00 a.m. and then in the afternoon from 3:00-7:00 p.m. It is not only extremely crowded, it is also dangerous. If you don't get to the transit station before 7:30 a.m. forget finding a parking spot.

I understand that without funding that only so much can be done. This is why I vote Yes to fund public transportation; however, my vote seems to be in the minority. The Voice of Reason campaign encourages people to take the bus, but our options are being limited more and more every day. Perhaps some of the money that goes into that campaign (TV, radio, and social media like Facebook) can fund the actual bus service. If it was more convenient, more people would do it.

Is there an option for me to take the survey so my voice can be heard? The calendar of public meetings and events is empty or I'd try to attend a public meeting.

Thank you,  
Colleen Parker

Greetings Jeremy,

I writing to see if you can provide me any back-up analysis for the proposed reroute of Routes 245 and 271 off the Bellevue College Campus to 148th.

<http://metro.kingcounty.gov/am/future/PDFs/changes/route-271.pdf>

My assumption is there is either a time or perhaps dollar savings estimate for this potential change and that's what I'm interested in.

Thanks,

Deric Gruen | Sustainability Director | Office of Sustainability | Bellevue College  
Ph: 425.564.2720 | Email: [Deric.Gruen@BellevueCollege.edu](mailto:Deric.Gruen@BellevueCollege.edu) | Office: K100

Hi Chris,

These might be easy...

How many bus runs cross the West Seattle Bridge going toward downtown during the AM commute time period?

Is there an accepted value statistically of how many cars per bus are taken off of the road?

Is there any accepted value of what percentage of bus riders own a car?

- Joe Szilagyi

To whom it may concern,

I am a frequent rider of the 238 route to Lake Washington Institute of Technology. I am wondering how I am going to get to the college after the new year. Will there be a new route that runs to the college, since this one is shutting down?

Thank you,  
Carissa Ciuchta

So I understand that metro is cutting many route buses, one of which I catch (179). Will Metro build more parking? There is inadequate parking as it is and if you're cutting out the route buses then where are we all suppose to park? By 7:20 the parking garage is full. Sure there were 58 or so parking spaces that just became available but that won't be enough once the route buses have stopped running.

I get why you're making cuts but you can't just make knee jerk reactionary decisions without planning for the outcome. Federal Way needs more parking there is no doubt about that. So here are some suggestions:

- 1) Build another garage. There is an empty lot next to the 5 story parking garage. Metro could build a multi-tiered garage with single entrances and exits. The current garage is too dangerous the way it is set up with parking on the entrance and exit ramps. The kind of circular on and off ramps similar to the airport parking would be better.
- 2) Reroute the 197 for the UW students and have them park at the Park n Ride. Since this route is for UW only then these commuters can park elsewhere. Since there won't be anymore inter-city route buses then they'll all have to drive so there would be no reason these kids should be parking at the Transit Center. This would alleviate a lot of parking at the Transit Station.

Thank you,  
Susan Ririe  
Federal Way resident who has commuted to downtown for 25 years

To Metro Transit:

Cuts to routes 201, 202 and 205

My entire family, which includes two working parents (my husband and I) and one teenage son who is not yet driving age, rely on all three of these routes to get us around. My husband and I depend on a variety of ways to get to work, including both carpooling and bus. These bus routes are a reliable factor in keeping our two vehicles out of rush hour congestion, and they provide a safe, dry way for us to get home, especially in the wet winter months.

Our commute pattern is already limited by the lack of parking availability at Mercer Island's P&R, which as you know, fills up by 7:45am, and may not be used for parking by carpools, according to SoundTransit. We are also on the verge of I-90 bridge tolling. To our family, the loss of these bus lines will represent a profound expense, combining vehicle use, gas, parking and possibly, bridge tolls. At this point in our region's growth, it is regressive and backward to cut these routes – leading to more cars on the road, a solution that nobody wants.

Sincerely, Maria Giammona

243 bus route

This route is an important link between NE Seattle & Bellevue/Issaquah! There would be even more traffic congestion on 520 if this route goes away. Since that is a big bottle-neck area that needs solutions, deleting this bus line is quite counter intuitive.

I've ridden this bus line for over 6 years. It has gotten steadily more crowded to the point that people stand on the bus across the bridge on the two earliest morning routes & sometimes in the afternoon runs. Deleting this bus line will further overcrowd other bus routes & car traffic in 520 & local connectors in Montlake & Ravenna & thereby increasing the region's carbon footprint, which is already far too high.

Add more buses & delete car trips, not the other way around!

Cil

The busses I ride the most (71,72,73 U.Dist/Downtown and the 43) are always so crowded. Standing room only, all the time. I've been riding the busses regularly since the late 70's and I'm proud to use public transportation. Lately, however, what I find the most difficult to accept is when I'm downtown late at night and a baseball/football/soccer game is getting out. Sometimes as many as 2 trips of the 71/72/73 busses have to pass me by with the driver waving "sorry". I finally learned a trick to be one of the first ones on-board, only to notice 100's of sports fans getting on the back of the busses, in their boisterous enthusiasm, and not paying a nickel for the ride. They also leave out the back door. Think of all the money you are missing!!! (Let alone passing up the regular riders who are just looking for their regular/daily ride home.) Can something be done about that? If you can't get shuttles for the pro.games, like you do for the Huskies, can you at least find a way to make them pay....and build up your own financial accounts?

I look forward to an answer/suggestion....and I thank you very much for you time.

Sincerely,

Melinda Kasraie

Hello,

I am writing to request that you preserve the #12 route as it stands now. It is an important connection for people along 19th avenue (transfer point with #43 and #8 - which are heavily utilized bus routes). Please help support commuters and central Seattle residents maintain good access to transportation.

Sincerely,

Lisa Lawrence  
madison valley resident, full-time commuter to first hill  
lawrence.lisa@gmail.com

Dear Metro,

It is so immensely disheartening to see cuts like this to our bus service when the residents of Seattle are finally just starting to believe in the merits of mass transit. I am particularly concerned because the Central Area, which is already lacking in east-west bus connections, is going to see even more cuts. And our neighborhood been one of the historical users of mass transit before it became "popular" to ride a bus. This is a neighborhood that relies heavily upon mass transit due to the number of low-income residents and they need those services available to them in order to remain a part of our city. If you are going to eliminate the #27 bus, then at least boost the frequency of the #14 to balance it out.

I also hope Metro is doing everything in their power to leverage state and city resources in a way that allows the various modes of transportation to pick-up some of the "slack" that Metro currently isn't able to fund. For instance, if a spur-line of the street car were to get funded up Jackson or Yesler, that would compliment Metro's need to reduce services along one of those east-west corridors. Similarly, the new light rail station slated for construction at I-90 has a lot of potential for providing better multi-modal connections north-south and east-west. So please don't forget to use asset!

Thank you for considering my concerns.

Amanda Bryan

Dear Metro,

I am shocked by the absurdity of your propose cuts to service in my neighborhood.

During a time when the city and region are trying to get people to shift to bus riding, deleting service is stupid.

Our family depends on Metro on a daily basis to get around. Your proposal:

-Eliminates completely route 19, which is the only remotely convenient line near our home. Without line #19, we have to rely on #24, which does a 20-minute circle-route in Magnolia before even heading into the city. It's the opposite of what anyone would consider "convenient".

-Then, you are proposing eliminating evening service on #24. No service after 7PM essentially means "no useable service at all". In order to be a reliable mode of transportation, we need evening service.

So, I guess we need to buy a car for our high school student to drive to school, which is both unaffordable for us and undesirable from an urban planning standpoint. And I will drive, alone, to work every day, since I have no other convenient options.

This is a bad proposal.

Carl

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.

WE'LL GET YOU THERE!!! Ha!!! and just how will that be working when you are making so many drastic cuts and changes???

At least you left the commuter 76 alone, but the route change for the 71 is absolutely unacceptable!!! There are many seniors, and I include myself, who depend on this route to be able to get to the University District or downtown without having to walk some distance, wait in much cold or inclement weather, or make several transfers to get where they need to go. Over the years, I have been a good citizen and paid all the appropriate taxes for these public transportation systems. I chose to live in the Wedgwood neighborhood especially because I knew that as I aged, I would be able to have good public transportation to neighborhood shopping and downtown Seattle when I might no longer be able to drive. Now you want to yank all this away. It is outrageous to punish those who need these services the most!

I ride the bus every day to and from work, and I am outraged at the numbers of single people driving their cars to work. The public transportation may not be able to accommodate some of them because of the type of work they do and where they need to go, but I am doing my part to help eliminate road congestion and it is not always fun riding the bus!! Certainly it is not the same experience crammed into a bus with already too many passengers, lots of sometimes offensive odors, temperature too hot or too cold...as riding comfortably in one's car drinking coffee, listening to the radio or your choice and not subjected to hearing a bus passenger's way too loud music blasting from their earbuds, and the temperature in the car just how one would like it! But I put up with this because of the, for the most part, reliable public transportation.

Your cuts will make the road congestion even worse! Changing the Route 71 will leave a lot of people stranded in the area it has served well for so many years!

HANDS OFF THE ROUTE 71!!!! LEAVE IT AS IS!!!!

Very most sincerely!  
Davida Dillingham

As a current employee of Virginia Mason, I use the metro #211 daily to get to and from work 0700-1530. Please do not eliminate this route as hussling down Seneca to 2nd is not only hazardous during the winter weather season, the hussle up hill to 9th and Seneca is worse.

Thanks,  
Jannette Starkey

I would really like you to keep route 4. Many of us in the area use it.

Would you also consider a tax or toll on cars coming into Seattle much like the plan they have in London.

Al Dorow  
206-794-3715 Cell  
206-414-3367 Work  
206-284-5828 Home  
al@dorow.us

Good Morning,

I would like to comment about the cuts coming in 2014.

What will happen like me who work and depend on public transportation to get back and forth to work?

I live in downtown Seattle and don't own a car. There are many people young and old who depend on the bus.

If you cut out certain bus routes that won't be good. I saw route #4 as one that would be cut.

This is one of the buses I take to get back and forth to work and church. If this route is cut I'll only be able to take route #3 to work and church.

Please think of the effect of all who depend on public transportation and what a problem this would be.

Please Don't Cut or Eliminate Bus Routes. We have a great transit system.

Thank you.  
LaVerne Green

To Whom It May Concern,

The proposal to cut Seattle Metro bus service is very unfortunate. While I understand the realistic underpinnings of these changes, I'd like to make a case for bus route 30. The 30 runs every 30 minutes throughout the day and is my usual bus serving my travel to graduate school at UW as well as my place of employment. Deleting it entirely would significantly impact my commute. While there other bus stops nearby, they are many more blocks away and are extremely congested, especially during peak times.

I appreciate you being open to community feedback and hope the conversation remains open to the public throughout the decision-making process.

Regards,  
Sara Hanshaw

Dear Metro:

Can you please clarify the proposed route of the 355x under the proposed future map if Metro needs to make the cuts announced yesterday? The "future" map shows it running on Greenwood / Phinney along the route of the existing 5, and then connecting to Aurora to continue into downtown. So it would only run on Aurora between 46th and downtown. But the text describing the change, says the route would shift from I-5 to Aurora. This is confusing because the current 355x route runs on I-5 to 85th and then continues north on Greenwood.

So, can you please clarify whether the new 355x route would run on Greenwood / Phinney down to 46th before transitioning to Aurora as the map indicates, or connect to Aurora at 85th at the point where the current 355x transitions from I-5 to Greenwood?

Also, would it be possible to schedule a meeting in the Greenwood / Phinney area, perhaps coordinated through the Phinney Ridge Community Council and Greenwood Community Council? The 5 routes are currently jammed during peak hours and there are no other bus options for Phinney Ridge commuters so there would be a lot of interested in Metro's proposed changes.

Thank you.  
-Esther Bartfeld

Please! I use this route every day. Parking and traffic in the University district is particularly awful. This bus is routinely full, even running often.

Please, please do not cut the route 4 bus. It's so crowded every time I take it (which is every day), even with the 3 running alongside. Thank you!

What is the total annual revenue of Metro for 2010-13, and projected for 2014? I only see reference to funding "gaps".  
Thanks

As a daily bus rider, I would like to express my concern in the plans for so many metro lines to be cut or greatly reduced in their service.

I personally use the 9EX everyday to get to a from work as it is the only bus that will take me direct from my home to work.

Also, I work in Rainier Valley and know the huge impact can have on low-income individuals throughout south Seattle. Many of these individuals are my clients.

Please do your best to make sure these lines are not cut (4, 7, 9EX)

Thank you,  
Rosie  
Capitol Hill Resident

I am NOT in favor of the elimination of the 4. This bus line is an effective connector bus and by taking away this line people will be disconnected from the Metro. The 4 is a bus that is very accessible to all the hospitals in the first hill and cherry hill campus vicinities. The four is direct for very specific to certain people and will make getting to WORK more challenging. I suggest this route stay in place because it is a necessary route for many working professionals. By taking away this route it will force individuals to drive to work for convenience and this will only clog up Rainier, MLK and other busy roads. The four is also helpful for Garfield students who live downtown. Don't cut public transporation. It is necessary for us all.

Sincerely,

Kelly Mehigan

Dear Metro Network Planner,

I ride the Metro route 342 from Lake Forest Park to Bellevue daily and I enjoy the route. I'm disappointed the budget cut will impact our service when we need to spend more on transit. That being said, I do understand the logic.

I have an idea that I believe would provide better service for many riders at a reduced cost for Metro. Here it is:

- Route 342 - eliminate it completely. The biggest problem I see with the route is its limited schedule

- Route 331 - extend the eastern end of the route from the Kenmore P&R to the Bothell P&R.

- o This route runs more frequently than the 342, and it will allow people to connect north and south with ST 535

- o 535 runs throughout the day

- o The Bothell Park & Ride is a good connecting point to Bellevue, where Kenmore is not a node with 405

§ Having people from Shoreline, Lake Forest Park, Kenmore, and Bothell along the Ballinger Way / Bothell Way corridor will provide more frequent connections for people trying to get from this area to Bellevue. This could be used throughout the day, rather than five times in the morning and four times in the afternoon.

§ The connections should be timed to link MT 331 and ST 535

§ When Link Light Rail is extended to Shoreline, MT 331 could continue to provide this link to the 405 corridor and Bellevue. This is advanced planning for a comprehensive network.

Please let me know what you think, and thanks for your consideration.

Erik Halvorson

Lake Forest Park

erihal@comcast.net<mailto:erihal@comcast.net>

206-491-8822

Dear sir,

For years the county and city have lambasted and cajoled citizens about not using their automobiles in an effort to combat growing air pollution and as a means of curbing congestion; to talk about removing and limiting any type of public transportation is disingenuous. If money is the issue then highway/road expansion should be the issue, otherwise I'm back in my car. Route 14 limited service during weekdays and no service on weekends is un acceptable.

Thanks, Larry, for the bad news.

Those of us living on the Mt Baker ridge, including my brother Ron, will miss the 14 on the weekends and after 7 pm weekdays. That combined with cessation of #4 means 2 transfers in my 2 mile commute to Cherry Hill. I'll walk and cycle more, to meet our SOV rate goal of <50%.

I'll lobby for more legislative support personally, and ask Dan Dixon to look at the impact around all of our sites.

Rayburn Lewis MD  
SVP/COO Swedish Seattle, Cherry Hill  
And Cascade Bicycle Club Board member  
206-320-2057 (admin assistant)

Dear Metro and Councilmember Phillips:

If the 31 bus route goes away as proposed, I will no longer be able to use public transit to get to and from work (University District) from where I live (Magnolia).

Our taxes, car tag fees and transit pass fares keep going up year after year to pay for Metro service — and fancy Rapid Ride buses and line infrastructure — and yet the service we pay for outside these glamor projects has been reduced each year — and now we learn that essential service will be eliminated.

I respectfully ask that you both please work together to focus funding on bus routes that maintain the ability of tax-paying citizens to get to get to tax-revenue-generating jobs that maintain the city's tax base and allow Metro to continue collecting tax revenues, including bus route 31.

Hurting public transit with glamorous, non-essential projects and funding cuts will hurt Seattle in the long-term.

Thank you for your time and attention.

Regards,  
Alex Reynolds

Dear Councilperson Phillips

As a, almost, lifetime resident and voter, I certainly support various modes of transportation for the County. But if you are proposing/supporting another taxing authority, I could not be more opposed to this suggestion. Find funding from other sources

Very truly yours  
William Price  
Rosemont

Dear Mr. Phillips:

I am devastated by the proposed changes to Route 24. I moved to my present home near the bus stop 7 years ago because I'm growing older and my vision is getting worse, and the bus has been there for me when I need it; particularly on evenings and weekends. As a senior, these changes will keep me from being able to travel easily to the grocery store, the bank, the post office, and downtown or to the Seattle Center for special events. As we grow older, we seniors need MORE public transportation options. I fear that if these changes go into effect, my elderly neighbors and I will soon will become "shut-ins" on the evenings and weekends and the middle of the day.

How about making our seniors' lives richer and welcoming them fully into the community, rather than locking them in their houses? We have supported Seattle with our work, our taxes, our volunteerism and our love as Seattle has grown into a VERY WEALTHY and VITAL and BUSTLING city. Don't pay us back for this by essentially locking us out of the city and into our homes!!!

Catherine Britell

Dear Mr. Phillips:

The council sends mixed messages to the public. On the one hand, we are supposed to use public transit more & there are all sorts of claims that Metro is being used more, yet there is this constant claim of poverty. The money is going somewhere & it is increasingly doubtful that it is going where it should or that there is good accountability. As with school districts that do the same thing, why should the public believe that if more \$\$ is thrown at this that the problems/issues will be resolved?

Look at the investment that was made in making changes that created the 'D' line & all of that. If it is so wonderful and is serving the public so well, why aren't even more people using it? Why is it that almost every person I hear from complains about safety issues, scheduling & accessibility? I've heard from lots of seniors, on a daily basis in the dressing room at the gym, that Metro is MUCH more inconvenient now than ever before & that safety is an issue. It is far from the public relations spin that the City has been putting to these changes.

I've also said in other emails to City officials & employees that there is a direct tie in between people feeling unsafe, particularly after dark & in certain areas of the city. More than a few seniors have said that they would use Metro more often if they felt safe walking from point A to point B after getting off the bus. That just brings up memories of the time that a bus driver ordered a friend & off the bus at the end of the route, in Pioneer Square, where there were no lights & it was an off street. My friend was disabled & we were sitting ducks for any crime in that neighborhood after dark, but less so during the day. Honestly, things haven't improved much in the 15+ yrs since that happened. I would much rather drive than take Metro in most instances.

Sincerely,  
Diana Pozzi

Thank you for this update! I am in shock about the routes suggested! For instance moving the number 2 route to go up and down Madison which is a parking lot on most days. At least with Seneca you are moving! Then eliminating the Route 66 is terrible! Already morning buses are packed! What can we do to stop this!

Thanks,  
Valerie Lesniak

King County is once again crying wolf for additional funding resources. I have the following comments for your and each member of the King County Council:

- 1) Why isn't the thought of raising fares ever on the table ????
- 2) Metro has not generates much effort is reducing costs, despite your rhetoric to the Seattle media. You and the council make it sound as though the agency has gone through all the possible cuts> YOU AND EVERYONE CONCERNED ARE VERY WELL AWARE THERE ARE MANY MORE CUSTS THAT COULD EASILY BE MADE WITHOUT YOUR CUTS INTO SERVICE. IT'S THE SAME OLD RHETORIC AND THREATS, LET'S CUT WHERE IT HURTS THE MOST AND IS MOST EVIDENT SO THE TAXPAYERS WILL FEE THE NEED FOR ADDITINAL FUNDING.
- 3) I find it very interesting that despite my emails to councilmember Phillips, voicing these same concerns, Phillips has turned my complaints into some idea that I am requesting more transit service. This is not the case, and unless Phillips responds to me in a more realistic way, I will send the entire email string to the media.
- 4) The entire King County Council NEEDS TO TAKE A GOOD LOOK AT WHAT YUOUR CONSTITUENTS ARE SAYING. IT'S SURE AS HELL NOT, YEAH GO AHEAD AND RAISE THOSE TAXES AND LET'S SUBSIDIZE THOSE RIDERS AND GREEDY METRO STAFF DEMANDING ADDITIONAL RESOURCES.
- 5) The council NEEDS to recognize that the majority of your constituents are not the vocal ones screaming for more subsidy to avoid the cuts. THE COUNCIL NEEDS TO BE REALISTIC !!!!!!!!!!!
- 6) I have not really been very politically active in the past, but this time I do plan to become very active, financing my own lobbying to the Legislature and other politicians. OBVIOUSLY, THE KING COUNTY COUNCIL CONTINUES TO TURN A DEAF EAR ON EVERYONE BUT THOSE SCREAMING FOR MORE FINANCIAL RESOURCES.
- 7) TAKE A GOOD LOOK AT THE COMMENTS IN THE SEATTLE TIMES THIS MORNING AND START LISTENING FOR ONCE!!!!

I would most welcome a response from any or all the members of the council concerning this issue, other than Phillips and his usual rhetoric and mis-truths, but I must admit, I would be totally surprised, since most of the council hides behind the media with their usual comments.  
I can easily be contacted at 206-963-4041

Steve J Paulis

I used to produce the run cards for transit. Then they cut not just routes but my job as well. I have am currently on the Equity and Social Justice Comm. for King County which is a law. And given the debacle for the 42 and the bad Sound Transit decisions, what are you going to do to protect routes? I shout loudly but fee hear.

Good luck.  
Jo Merrick

Dear Larry Phillips,

These are unacceptable cuts!

I live in the Central District near 16th and Jefferson, and am served by the 3, 4 and 27. The 3 and 4 are usually absolutely packed at rush hour, and between 5:30 and 6 pm, not a single 3 or 4 goes down 3rd and heads eastbound. (Metro says that's because of congestion on James Street that time of day, which throws the timetable completely off track.) I heard a a metro official say suburban commuters needed to be able to sit down on their bus ride. Shouldn't urban commuters have the same convenience?

When buses finally do get through, they are often so full that more riders cannot board, making the waits even longer. This does not make the case for LESS service! And the 27 was the alternate choice, but now it's to be eliminated?

Also, a bevy of public services and institutions are served by these routes, including Swedish Cherry Hill, Seattle U, Harborview, the food bank, the juvenile justice center, social services, and two rehab clinics. Both Swedish and the juvenile justice center want to expand. Having buses that stop at every stop makes the 2 mile ride take commuters to downtown 25-35 minutes to go 2 miles!

Parking is hideous in my neighborhood because both Swedish patients and employees drive and park on it. This situation will worsen if there are fewer bus riding options.

Fix the routes, don't decimate them. For example, how about adding a commuter rapid ride that stops only at 3rd, 9th (Harborview), 12th, (SU), 17th (Swedish) and 23rd (Garfield)?

Nani

Larry

I reviewed the potential cuts.

Why no cuts in the Metro Access Service? In 1999 Metro identified that the fare for this service was to be made on par with regular bus fares; Federal Law allows the fare to be double! This needs to be implemented immediately! How can any agency continue to plead they need more resources when they are subsidizing a service at over 97% level (\$1.25 fare/\$44 cost of service). This is outrageous and needs to be the first item to be corrected.

Raising Metro Access fares to be on par with regular Metro bus fares needs to be implemented immediately. And then the fares need to be incrementally raised to cover at least 10% cost of the ride.

Mark

Thank you for making this latest information available to us. As a disabled senior, whose only transportation is via Metro, it is unbelievable how much negative change there has been done in the last two years. First as you know, a HUGE difference in reduced senior fare ability to purchase an annual pass of less than \$100. to one that currently costs us \$27. a month or \$324. per year- an astounding \$224. a year difference! How could any government agency get away with that high an increase to a population that has to rely for most of us, on a limited social security income, that for the last 2 years has seen no cost of living increase! After working for more than 55 years out of my 77 years in age, raising a family on limited income, seeing that my children and I had the chance for a college education, via thousands of dollars for all three of us in loans that existed for so long until our respective final payments, and then being penalized in my old age is almost unbelievable. The distrust in local, state and national governments is for many of us, only growing and because we will all in general be living longer lives, it is a issue that is not going to go away.

So, like many seniors who strive to maintain their independence, not be a drag on society and to our families, we need to find transportation that gets us to wherever we have to go, to maintain that independence. Instead of being rewarded for our sincere efforts and wishes, we are penalized with not small, but huge fiscal increases. Many of us do not qualify for various other transportation providers, or we are just slightly above the poverty scale, and so we feel used frankly, and as citizens demonstrating good responsibility to address our needs, with every effort to not be a burden to our families and society.

It is almost obscene and people from many parts of the world visiting America, are shocked and astounded to see how poorly we are valued from our non senior citizens. The most insulting thing of all, is to attend any public meetings regarding all of this, and finding out that our participation will be ignored when it comes time to make budgets, to make decisions on who will be served and rendered care and assistance to ease the tremendous financial cost we bear for services that should be automatically factored in and as with many other countries far poorer than our disenfranchised i.e. the poor, the disabled, the homeless, the seniors of very limited resources and income. Most of us have lived responsible and productive lives, and now we have reached the end phase of our life, the so called "golden years" and what we see is increasing struggles just for the right to exist and not leave this earth before our time.

Thank you Mr. Phillips, for any and all of your efforts. Let us know what we can do to help you to be our voice in places that have not been listening hard enough to affect some positive change. Many of us would gladly settle for the "silver years"--if such existed.

Sincerely,

Patricia A. de la Fuente  
4502 S.W. Wildwood Place, apt. 302  
Seattle, Washington 98136

She shared it with those of us at work who are transit riders. My route is the 143 express from the Maple Valley area to downtown and return. I'm not sure who's counting the tolls on these bus runs. They run so infrequently compared to some "major" routes in the city run every ten minutes or so. While I find the route timing inconvenient, when I retire, I will literally be a prisoner in my home if I have to count on peak hour service to run my errands or go to the doctor. Were I to take the last peak hour trip in the morning, I would need to wait until mid-to-late afternoon to return to Renton, etc. I think we can do better. I am sure there are many already retired seniors who are likewise challenged.

At present the 143 express bus is almost always standing room only and as we hurtle down I-5, I often wonder when some driver is going to have to slam on the brakes to avoid a huge accident with the result being one or more passengers being injured or killed. Given that another co-worker rides the same bus, we looked at each other and asked: "what bus were they looking at? Every bus we ride is jam packed with folks."

There is more to this than just counting tolls and seats filled. Metro in many ways doesn't seem to care about safety in the buses except in terms of crime management. Having cuts that force people to stand while the bus is speeding down the freeway at 60 miles an hour, is unconscionable. I've been on a bus when the driver had to slam on his brakes on the bus from Seattle to Kirkland, and a sleeping passenger in the front row of the front-facing seats, literally flew out of his seat and landed at the base of the cash/ticket machine next to the driver. To say that he was startled would be an understatement.

During the day having easy-to-access feeder routes that connect to major routes into the city would work also if there were sufficient park-and-ride facilities. Lots of issues to solve and it appears the need grows greater each time the subject of routes and fares comes up. If Transit administrators don't currently ride the buses, maybe they should give it a try and see, or experience firsthand what we experience daily. I commend Metro for all it tries to do, and hope that some creative solutions can emerge from having conversations about ways to improve. We need people who can think outside the box.

Please send me your newsletter. I am concerned that Bus #10 and #12 would no longer intercept at 8th and Madison. With the change my husband could no longer have a smooth transit from the Polyclinic (8th and Madison) to 15th East and East Harrison on Capitol Hill.

I could not send my request for your newsletter by clicking because my computer message said it was not set up to do that.

Thanks,  
Barbara Palecek [bpalecek@earthlink.net]

Ending at 11pm means lots of kids who work menial labor jobs have no way to get home when they get off work! Who wants to live in a major city that doesn't have transit that serve those who work for minimum wage? Not me! This makes me SICK.

Cut the work on bike lanes and all the crap that is now being done and give us a big city transit reality! This is a horrible and stupid idea, to cut service. As usual, the rich get richer, and the working poor get the shaft.

Ki Gottberg  
Professor of Theatre  
Fine Arts  
Seattle U

<p>Dear Councilmember Phillips:</p> <p>As Program Manager of the Kenmore Senior Center. I know how these cuts are going to affect our Seniors who rely on the local buses for transportation. If you haven't done so, please contact Mayor David Baker of the City of Kenmore. I think he will be interested in this, especially as it will impact traffic through Kenmore.</p> <p>Thank you for all your work relating to this issue. Let me know if you need any upset Seniors. Garreth Jeffers Program Manager Kenmore Senior Center</p>
<p>We are NOT in favor of use of tax monies to SUBSIDIZE transit service - or light rail, or ferry, or other. There must be fiscal accountability. How can expenditure of \$6 + million dollars of tax money for a "wildlife overpass" on novelty hill road be justified - six car-deer accidents were used as justification over a period of many years. It didn't help our understanding when government responded that the funds came from federal taxes, not local taxes. It still seems like waste of OUR money - we pay federal as well as state and local taxes!</p> <p>Also, the metro transit van pool lot on union hill road has about 200 vehicles there at all times. Government justification for this is that a staging lot is needed for the 3-4 month processing time needed for each van entering and leaving service. Are these vans funded in whole or part by tax money? If so, we question taxes subsidizing use for this purpose. If not, why does processing take so long - wasting capital funds while vehicles are sitting idle. How much money is wasted on this and similar situations?</p> <p>We would reconsider our opinion that there are MANY opportunities for government to use money better IFF (math term meaning if and only if) you could provide clear evidence that our impressions are erroneous.</p> <p>Thanks - hope you really read and consider our thoughts. Robinsons</p>
<p>Larry,</p> <p>I actually support the cuts. Stop using transfer taxes to artificially support a service that can't run without major subsidies. This is another example of our government not running like a business and then being surprised at the outcome?</p> <p>Raise fares, reduce routes and give is back out traffic lanes!</p>
<p>I appreciate that Metro is in a tough spot and had made efforts to reduce costs in order to minimize service cuts. Bus transportation in King County is something to be very proud of. It is used by people of all walks of life from all areas. It is used by people who depend on transit as well as people who could make the choice to drive their cars. Continued service refinement is important to make sure that the best service is provided as efficiently as possible. However, the need for these cuts is a clear indication that transit is not a priority somewhere in our system, whether at the federal, state, regional, or local level. I support funding for well-operated, important, environmentally and socially beneficial public services - I support transit funding and funding for Metro.</p>

Subject: Do not cancel the 66X

I am a resident in Eastlake and have heard that the 66X is being suggested as a canceled route. During peak hours (7:30-9am and 5pm-7:30) this bus is much needed on Eastlake Ave. The alternative routes, the 70 is always packed, even with the 66X. Often the 70s are so full in fact that they can not pick up people at multiple stops. During commuting hours the 70 can not hold the full load of people traveling into the city. Ask your drivers, both buses are standing only and the 70 can hardly pick up rider past aloha.

Thank you for this info, Mr. Phillips.

This plan is a catastrophe for me. I am 78 years old, and currently catch the #71 just a block away from my house. Currently, this route means that I can leave my car at home.

The changes will mean that I will have to drive to a bus stop much of the time. It is possible for me to walk the ten blocks from my home just south of 75th, but as I age further,

it will be a real challenge for me not to have to drive to a bus stop.

I will happily pay more property taxes or a higher fare to save my current bus stop.

I will write to my legislative reps to encourage their cooperation in this issue. They will probably vote for a fix - it's the folks on the other side I worry about.

Judith Hance, Seattle

Hello,

I just found out that route 205 is on the "deleted" list.

Please do not cancel this route. I live on Mercer Island and work at the

UW- I have been taking this route for many years. If this route is cancelled the only alternative is taking 2 buses one way. That would mean a total of 4 buses per day. Taking 4 buses per day is very inconvenient and awkward not to mention time-consuming- it is a quality of life issue.

My work hours are 8am-5pm- I take the earliest bus and the latest bus.

The bus is always full at those times. Many people take the 205- UW students, staff and faculty plus many others who work at the hospitals and medical clinics in downtown Seattle. Please do not cancel this route.

Thank you.

Lynn Cowan  
UW Libraries

Greetings,

I would like to have additional information on the changes proposed to route 50, and what options may be available to riders to request the proposed new route not be implemented.

It appears the proposed new route will no longer serve West Seattle High School. Considering the hundreds of students who use this bus route every day, and depend on this service to get to and from school, I suspect the consequences of this proposed change have not been fully considered.

Kind regards,  
Marina Martin-Tretton  
Technical Consultant, Turbine Inspections  
DNV GL Energy

I would like to once again recommend a very easy change with many benefits. Since you are planning on cutting most of the service to the Rose Hill area, I would like to recommend that Metro work with Sound Transit (hopefully y'all can do that), to allow the Sound Transit 540 to service the Houghton Park and Ride, by merely letting it come from Downtown Kirkland east on 85th to 120th Ave NE. Then go south to Lake Washington High School. Turn back west on NE 80th St, continue service to Houghton Park & Ride. Then go west over I-405 drop down to Houghton Plaza, and turn south on 108th Ave NE, and continue its current route to the University of Washington.

Allow the same path on the return trip.

This would provide some service for kids from South Kirkland to the high school. It would then still provide (and be the only) service to Houghton Park & Ride. This could service the Rose Hill neighborhood to the UW (which is having all 3 routes, 277, 238, 265 that would connect it to the UW, cut). It doesn't add that much more time and/or money to the 540 route, by simply looping up to LWHS and back down. And the old route from Houghton Plaza to downtown Kirkland, is still being provided by the 255 anyway. Plus with there being no parking downtown Kirkland, it would utilize the Houghton Park & Ride for many Rose Hill riders.

I believe this to be a very viable option, and provides much needed service to many customers, and still allows the cuts in service that is being suggested. I would like to see y'all work together as One Regional service as you try to suggest you are to the public.

I have suggested this change many times, and have never received any reason as to why it could or could not happen.

Rick Anglin  
Software Engineer  
UW-IT University Services  
206-685-6124

How is someone supposed to get to downtown Seattle from the Kent/Des Moines park n ride if 158, 159 and 192 are all cut? I do not understand why all of these buses need to be eliminated. Most of the time, the 158 in the mornings and evenings is standing room only. Please do not cut all of these routes! I would have to start driving and I cannot afford the parking downtown.

Dear Metro:

Can you please clarify the proposed route of the 355x under the proposed future map if Metro needs to make the cuts announced yesterday? The "future" map shows it running on Greenwood / Phinney along the route of the existing 5, and then connecting to Aurora to continue into downtown. So it would only run on Aurora between 46th and downtown. But the text describing the change, says the route would shift from I-5 to Aurora. This is confusing because the current 355x route runs on I-5 to 85th and then continues north on Greenwood.

So, can you please clarify whether the new 355x route would run on Greenwood / Phinney down to 46th before transitioning to Aurora as the map indicates, or connect to Aurora at 85th at the point where the current 355x transitions from I-5 to Greenwood?

Also, would it be possible to schedule a meeting in the Greenwood / Phinney area, perhaps coordinated through the Phinney Ridge Community Council and Greenwood Community Council? The 5 routes are currently jammed during peak hours and there are no other bus options for Phinney Ridge commuters so there would be a lot of interested in Metro's proposed changes.

Thank you.  
-Esther Bartfeld

Subject: Bus 167 Deleted?

I am very disappointed if Bus route 167 from Renton to the University District will be deleted. I've commuted this bus for 8 years now and it's always packed in the morning especially the 7:10 AM going to the University District. This is creating more and more people driving the roads, as what I've learned from other colleagues when 133 route was deleted as well. Is it possible that you can keep at least 2 routes in the morning during peak hours, and 2 hours in the afternoon during peak hours as well? Removing 167 routes will make a huge impact to a lot of students and employees and the University of WA. If I have to gather signatures from people to keep 167 from running, I will. Please let me know.

Thank you.

Merly

i was noticed by metro email that many bus schedules will be changed and cut. i found #71 which i take most often bus will change to 60 minutes per run which is really not convenient for school parents, north seattle elementary starts 9:20, parents ( as i know) take 9:30 bus to downtown .if you change to 60 min one run , the schedule will be shift by 45 min late. I will suggest peak hour extend to 10am morning, afternoon starts 4pm-6:30 still run 30 min , off peak 1 hour is ok, the night service if can extend to 9pm( even 1 hour a run) will be good.

hope you will hear my voice  
thanks  
Jean-- a working mom

Per the projected budget shortfall, I understand that the number of Metro Route 214 bus rides will be reduced because Metro claims that "it is one of the lower performing peak-only routes in Metro's system." This is a bogus excuse since this bus ends up being standing room only everytime I have to use it. How can you justify such a claim when it's totally wrong?

Dear Staff –

I LOVE being able to ride the bus. I commute from Shoreline to work on First Hill via the 303 and 41, sometimes the 5, 346, 301, and 12. Here at Swedish, we are informed that per City or County plans a lower and lower percentage of staff will be allowed to drive to work as a single commuter. It is unclear to me how Seattle can make this “unfunded mandate” that we all commute while cutting out routes to get here.

I plan to get a new car soon. Our family cars are 12 and 15 years old respectively. We understand that there could be a \$150 tax per \$10,000 of value in a new car. I am HAPPY to pay that. We really need to support our commuter system.

No cuts to service, please. Tell the legislature to find the funding and make transportation a priority and stop this crisis based funding for an essential service.

Let me know if I can help, other than emails.

Sincerely,  
Sacha Ellingson, RN, BSN, OCN  
Swedish Medical Center

Hi Community Relations person,

My name is Sharon Meixsell and I am trying to determine if what I have read regarding these routes is true or maybe a typo.

The proposed changed Rt 331 (Kenmore P&R/Shoreline) is scheduled to end service before 7pm. The information on the changes page says to then use new proposed and revised Rt 234 after 7pm.

Then I check Rt 234 only to find it is saying that the revised Rt 234 will end service before 7pm.

So am I correct that after 7pm there are no buses that go from Aurora Village Transit Center to Kenmore Park & Ride?

The trip I am basing it off of is leaving from Aurora Village Transit Center going to Kenmore Park & Ride since I use the route a lot

To visit my boyfriend, my elderly parents (my dad has alzheimers), and to attend poetry readings. I use the 331 to connect to the Swift to

Get into Edmonds (Ferry and my Doctor's office) , Lynnwood (the Alderwood Mall) and Everett (boyfriend and poetry readings).

It would mean a lot if you get back to me. I do not drive and so it takes a long time for me to figure out what buses affect me and the places I go.

Also, I moved last year to Kenmore from Edmonds because of the lack of Snohomish County to provide public transportation on Sundays. For

Over 3 years I have had to juggle my schedule around numerous changes and deletions in public transportation.

Kenmore is a perfect spot for me and I do not want to have to move again or leave Washington State. But I have to have a way to get around...

Thank you for you time and information,

Sincerely,  
Sharon Meixsell - phone number is 206-383-5002 or email me at [booklover1969@gmail.com](mailto:booklover1969@gmail.com)

I reviewed the proposed changes for Route 177 Federal Way to Seattle. I am requesting that the planners reconsider their proposal to have the bus exit at Seneca St in downtown Seattle rather than at Spokane St/bus way.

Route 177 is the option passengers who park at the S 320th St park and ride lot use to commute to the ID, and the downtown civic campus including the King County building on 2nd and Jackson, the King County Courthouse, the Chinook building, the King County Administration building, the City of Seattle Justice Center, the Seattle Municipal Tower Building, City Hall, the Federal Building on 4th Ave, Columbia Tower, and other buildings along that corridor. There are also riders who get off all along the bus way.

If passengers wanted to get off further down the corridor near the shopping district, they already have the option to ride the 577 or other buses including the 177. Why aren't the planners considering all the riders who exit the bus south of Seneca St.

I think it makes sense to add the freeway stops at Star Lake and Kent/Des Moines. But it does not make sense to all the City and County employees and customers who handle business in the civic core to have the bus exit at Seneca St .

I am imploring the planners to reconsider the proposal to have Route 177 exit at Seneca St and continue to exit at Spokane St/bus way. Please make sure they see my comments.

Thank you for your time.

Cynthia Phillips

Manager, Customer Service Bureau

Office of Constituent Services

Department of Finance and Administrative Services

P.O. Box 94726

Seattle, WA, 98124-4726

[www.seattle.gov/customer-service-bureau](http://www.seattle.gov/customer-service-bureau)

206-684-2489 (CITY)

Subject: Proposed elimination of Route 237

In a time of austerity it is also important to think pragmatically about impacts to future ridership. I submit to you that the service Route 237 provides as a quasi-express route during peak times is worth keeping. Ridership has steadily grown over the years. I do not see this trend reversing as it provides timely a timely commute option to the Eastside (Bellevue TC). It is one of only a few routes serving Woodinville. The effect of canceling this route will require its southbound commute ridership in the morning to opt to Route 311 (which is now overloaded) and transfer either at Brickyard or Totem Lake to Sound Transit routes to complete their commute. Sounds easy enough but as I mentioned 311 is currently often full out of Woodinville and is threatened with its own Schedule cuts which will only increase ridership burden. In addition the transfer to Sound Transit routes that serve Bellevue TC is another sticking point as these are often full during peak hours. I realize that riding a bus means there is some inherent inconvenience but to stand on a bus commute for 30-40 minutes will only drive people back to their cars. Standing space on a bus was designed for short courses of time (i.e. downtown station stops) not long term commutes.

Therefore I respectfully submit to you that keeping the route 237 with its trend of increased ridership provides a viable route serving the North King County area and it should not be cut.

So your plan for the 271 is to simply eliminate the part of the route between Issaquah and the Eastgate park and ride, leaving everyone in Eastgate south of I-90 stranded? And your suggestion is ride share or van pool? Brilliant. That only works for a regularly scheduled commute, if it works at all. Using the park and ride as a hub does not work if I can't get to it.

I rode Metro for nearly 25 years and encouraged many others to do so over that time. A year ago, you destroyed my commute between changes to the 212 route and the elimination of the ride free area downtown. You then blocked my alternatives to please Issaquah riders. You've more recently wiped out the possibility of getting between the Eastgate and South Bellevue park and rides via a 211. Every time I have called or written for assistance or suggestions, I either get no response at all or a nice customer service rep who has no idea how to help me.

I am truly sorry about your financial difficulties, but I have no reason to believe that if riders pressure the state into a transportation package that you won't proceed with these cuts anyway and then tell us you are improving service and speed by cutting out stops.

**DO NOT CUT EASTGATE OFF FROM ACCESS TO BELLEVUE, THE UNIVERSITY AND THE EASTGATE PARK AND RIDE.**

why you are putting more rapride that are going to cut routs out the is so dum thay should cut out the rapride all of them

The proposal change of the 193X eliminating Tukwila. If any elimination should be made for time, it should be Federal Way. There are more options to get to downtown in Federal way then any other stop. Also there are more people who get on at Tukwila than the other stops. I ride the first or second run from Tukwila to first hill, and the least amount of people riding is 25.

Please don't cancel Metro's 154 route. thanks Marne Brenne

Oops... my bad- I hovered- it said `Deleted' and you can see why I thought what I did... but then I saw I could click, did so, and discovered the unexpected (although it was duplicitous along 320th the way the 181 & 187 always seemed to come at the Same time...) 187 reroute... so thank heaven you are at least saving My bacon with that, (although the frequency will be reduced, it's better than nothing!), but I'd hate to be those people over by ~3rd SW & Dash Pt. Rd., where you just put in the new bus stop facilities due to increased ridership in that area.... heaven knows what They're going to do.... but hey, I'M not complaining... although I'd rather keep the 901, your alternative works OK for me, but you better darned well be using 40ft. buses when you reroute that route... you're never going to fit all the 312th people and all the Twin Lakes people on a 30 footer, so don't even think about it... Anyway, sorry I jumped the gun there with that original email....

Maybe I wouldn't have if you'd come up with this semi-Equitable (at least from my perspective) alternative the Last time you tried to put forth the CRAZY idea of deleting the 901....

Again, I apologize for jumping the gun...

Somehow we must find a way to see to it these cuts are short-lived....

Subject: Route #303

This route is always over full most of the time.is this service going to be cut? It is an essential route since most of us work in the Hospitals surrounding capital hill

<p>Subject: I am OUTRAGED! Deletion of Route 901 IS NOT!!! AN OPTION AS IT IS THE ONLY! BUS That still serves the Dash Pt. Road Corridor (by 312th)! !!!!!!!</p> <p>I rely on buses as my only means of getting around- I don't have a driver's license or a car... and the 901 is the only bus that comes anywhere Near where I live! I am not able to walk over a mile to other buses that YOU might consider an alternative... You already deleted the 178 &amp; 175 that used to service 312th &amp; Dash Pt. Road back when I moved here... the 901 is ALL WE HAVE LEFT!! There are a LOT of people that Depend on this bus Every Day to get them from their home to work, the grocery store, etc.! There is a large (300+ unit) apartment complex on that corner FULL of people that just use the stop @ the ARCO alone!! DELETION OF THIS ROUTE IS NOT!!!! AN OPTION!!! Please rethink your plans! Thank you!</p>
<p>Hi, Why not raise fares by \$1 across all trips to save bus service?</p>
<p>TYPE OF COMMENT: Suggestion</p> <p>COMMENT: Do not make any more cuts to the route #33. The plan to reduce buses on the #33 route makes no sense. Magnolia is a community that does use the Metro system. The rush hours are obvious with the number of people trying to crowd on the bus. I suggest the staff making decisions to reduce bus service take the #33 to work in the mornings and from work in the late afternoon and crowd in standing and see if they will change their tune. If I am standing on the bus and it gets in an accident and I am knocked to the ground, I will be suing metro for neglecting to offer a safe bus ride, e.g. seat belts and seats on the bus. Also, I will be dammed of giving up my seat for any seniors, disabled or women if the bus is too crowded to stand. I hope it will be your staff's aging parents that get injured should they fall from a standing position on the bus.</p>
<p>King County Metro,</p> <p>The last time you asked me to vote for a \$20 increase to save service, you rewarded my yes vote by deleting my route, the 79. My commute went from 35 minutes to 1hour 20 minutes on the ride home on the 72.</p> <p>You're crying about money again. Something I am convinced is due to your incompetence. I checked and the icing on the cake is that you are now deleting the 72. You obviously do not want me to ride your bus. You have decided NOT to service my area by any means.</p> <p>I hope you all enjoy making working-people's life hell.</p> <p>Cheryl Marks ex-Metro Rider</p>
<p>Hi.</p> <p>That would be very bad and inconvenience for all people if Bus Route 927 in Issaquah will be deleted because it is FULL in the morning when people go to the work!</p>

<p>TYPE OF COMMENT: Other</p> <p>COMMENT: Proposed deleted routes to the 67, 66 and 68 would drastically impact my ability to get to work. As a UW Medical Center employee I use routes 67 and 68. I work various shifts so some of the peak routes like the 373 do not work for me. I also work weekends and holidays so even now my choices are limited. I have used Metro for over 7 years and consider it essential to getting to work as well and keep my costs down so I do not have to buy a car and congest the highways.</p> <p>Thank you, Karen Rini Karen-Rini@comcast.net</p>
<p>Subject: Spring 2014 Proposed changes</p> <p>I am an avid bus rider, relying on this service to get to work daily, and I just find it amazing that you can not find another way to generate revenue. You advertise to encourage people to ride the bus or sounder so now, if you cut bus services you will only be sending people back to driving their cars. There are no services for certain buses the week after Christmas, and if a bus breaks down, well you just have to wait for the next bus. I would be willing to pay an additional .25 in bus fare rather than see all these routes deleted or changed, especially for me with the route 901. I do not see where you are trying to increase ridership this way; it will only cause it to go down. Great job Metro!!!!!!!</p>
<p>Hello there-</p> <p>This is what you sent me earlier regarding the route 5 express being cut. Today you released your report, and lo and behold, route 5 express is being cut. Kind of a BS tongue in cheek answer you gave me. Maybe it isn't being cut in conjunction with the Rapid Ride, but you were obviously planning on cuts back in July.</p> <p>I wish to express again that cuts to the Route 5 Express are a terrible idea- if you want people to use mass transit don't make it suck for them.</p>
<p>The 72 route is not the 372 route. Both routes needed. The 72 goes up the AVE and the 372 thru campus and up 24th. 25th ave is not the AVE. They cannot become one bus!</p> <p>Janet Cairns</p>
<p>Students need to get to school and they need to finish college! Do not make a student not complete their AA due to a bus cut! How will they get to the college without the bus going to Bellevue College?</p> <p>Janet Cairns</p>
<p>Do not cancel the 72 bus. It is important and part of what makes our city great. Keep the 72!</p> <p>Janet Cairns</p>

Dear King County,

I live at the north end of Capitol Hill near the end of the #12 route. I am writing to urge you not to cut the portion of the #12 bus that runs along 19th between Madison and Galer. To adequately serve our community the 12 must continue to run all the way to Galer.

The 10 and the 43 buses are not replacements for the 12 as they neither serve the 19th ave corridor nor provide access to the same part of downtown as the 12.

Please ensure the cut to the 12 bus does not happen and that the terminus remains at 19th and Galer.

Thanks,  
Jules Cohen

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

Hello,

There's an idea that's been floated and explored by Angry Transit Nerd that's already in place in cities like Portland, OR and NYC. A payroll tax of just one half of one percent that can be levied on a city by city basis that if levied just within the City of Seattle would bring in an estimated \$250 million dollars per year. A regional payroll tax would likely fund transit in a more stable, and politically popular way. This would eliminate the need to beg Olympia, County or City Councils, and/or voters to fund transit for another 6 months or a year. Please consider this in your proposal for transit funding.

Thank you,  
Samantha McCormick  
Citation and credit to Angry Transit Nerd: <http://angrytransitnerd.com/blog/2011/11/23/go-big-or-go-home/>

Hi--

My husband and I take the bus on NE 65th Street --Routes 64, 71, and 76 -- mostly during commuter hours. If you reduce the Rte. 71 to only once every hour and reduce the Rte. 64 to only five runs, you've effectively cut our and many others' service almost in half. The crowding during commuter hours would be crazy, particularly since it already is pretty bad. In the morning, for example, the 76 is SRO and often cannot pick everyone up. At my bus stop alone, there often are 10-20 people waiting at 8:00 or 8:30 for one or the other of these buses.

I hope the funding will be extended or increased, but if it is not, please keep the NE Seattle commuter run sane by leaving either the 64 or 71 commuter runs intact.

Thanks.  
Amy Stephson

I live on Vashon and take the 119 from home (Maury Island) to the north end ferry dock.

It appears that you are pondering cuts on this route or making it a DART route. I think you are missing something.

When the 119 leaves the ferry dock in the evening and when it arrives at the ferry dock in the morning, it is FULL. The other bus serving the dock (the 118) is also FULL.

What do you think is going to happen to all those people?

I realize that the 119 does not carry many people at the end of its route. So what? It is FULL for nearly half of its route.

DART will not solve this problem.

Please explain.  
Thanks,  
Rob Harmon

This is what happens when money is wasted as if there is no tomorrow.  
One more 17% cut? It was totally avoidable.

Hello King County Metro,

My name is Miranda Howe, and I am a student at Holy Names Academy.

I am disturbed by proposed route changes to Route #12. About 40-50 girls from my high school ride this bus regularly as a commute from our school on 19th Ave. to downtown Seattle where we transfer to go to various cities across the state, or to ferries.

The proposed changes to this route would mean that the bus would travel in the opposite direction as we travel Eastbound in the mornings and Westbound in the afternoon. Any alternative route would be out of the way, and a number of these students would probably stop riding the bus so as to get home in a reasonable amount of time after our school ends.

Due to the large number of people riding regularly, I would like to know more about proposed changes to route 12 to further inform my classmates

Thank you for your consideration,

Miranda Howe on behalf of the students of Holy Names.

Hello,

My name is Lisa Honsberger and I am a Children's Advocate at Broadview Emergency Shelter and Transitional Housing Program in Seattle. I currently live on East Republican and 19th Avenue East in Seattle and use the Route 12 bus to commute to and from work daily. Part of my decision to move to this area was the convenience of the 12 to my place of work. This is a special consideration because as a woman who often works weekends and late nights I am concerned for my safety when commuting. The 12 has been idea because it picks up and drops off close to my home, and the stop near my place of work is near businesses and is well-lit. The proposed alternative routes - the 10, 43, and 2 - are much farther from my workplace and are in an area that makes me feel uncomfortable. In addition, none of these routes drop me off close to my home. This would leave me feeling very uncomfortable about the commuting process, and may cause me to give up on Metro to commute to work or seek out new housing closer to a convenient bus route. I hope you will reconsider truncating the 19th Avenue portion of the route. I believe it serves many other people, as I often experience crowded buses in the morning. If you have any questions, or need any additional information feel free to contact me via email or by phone at (206) 299-2529. Thank you for your time and consideration. I hope you will reconsider this change to the route 12.

Sincerely,  
Lisa Honsberger

Subject: Please don't delete bus route 113

Hi, I just noticed with alarm that bus route 113 was planning on being removed. I am extremely disappointed about that, and I hope that you reconsider. Route 113 is the only route that comes anywhere near my house; the next closest is about a 10-block walk away, which will not be fun in winter. I just bought a house on SW 106th Street 3 months ago, and made a point of verifying that there was bus service nearby. Route 113 is truly my only convenient way of getting to and from my job downtown, and if it is removed I will probably end up driving every day. I realize there are budget problems, but please PLEASE figure something out, and keep route 113!

Thank you,  
Sven Peterson  
svenpet@gmail.com  
ZIP : 98146  
Phone: 206-856-4475  
E-mail response requested: No

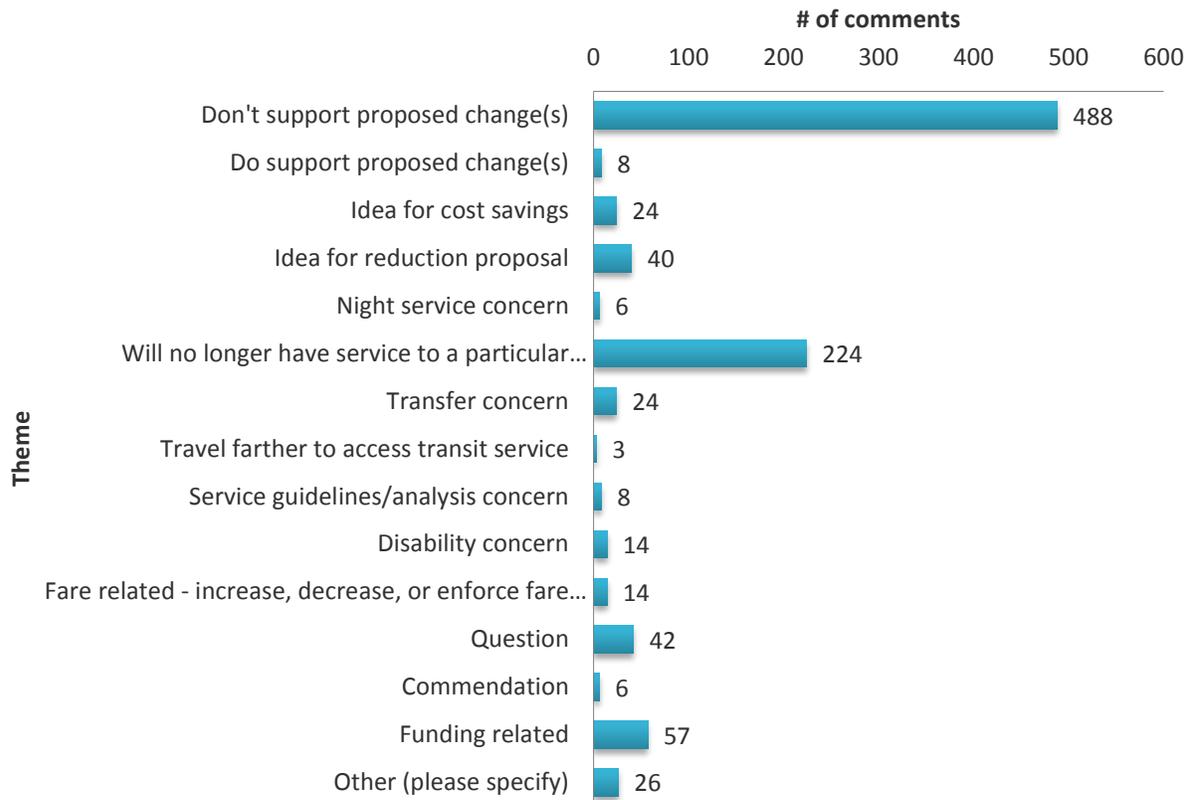
TYPE OF COMMENT: Suggestion

COMMENT: I am suggesting that you DO NOT cut your service next year. I reviewed the changes to the two routes I use to get to work - one would be reduced to peak hours only (which would leave me stranded about half the time) and the other would be cut entirely (which would make me unable to even get to my other bus). You CANNOT do this - too many people, including myself, depend on Metro. Without my busses, I will lose my job. I have long boasted about Seattle's superior public transit - don't let the people down like this. You say you cannot afford to keep things running - if you don't, I cannot afford to live, and I'm sure there are thousands of others like me.

Since it usually then turns into the #2 it does not turn around in downtown. So while there may not be a huge route revision, it would be nice to see how they intend to make it actually work. What is the plan for the wires on Senaca?

<p>Where is the 13 going to turn around downtown? Where does it end? Joanna</p> <p>--</p> <p>Joanna Cullen 206-329-8514 jfoxcullen@gmail.com</p>
<p>Why did I not get notice of this from a Metro Matters list. How was the #2 evaluated? How were all routes evaluated? Are you going to show the data? I was recently assured that the #2 was being evaluated as a whole route? Show me any positive fiscal impact for the proposal for the #2. Joanna</p> <p>-</p> <p>Joanna Cullen 206-329-8514 jfoxcullen@gmail.com</p>
<p>Hi - I wanted to reach out to you folks and offer my two cents on the proposed bus route reductions in Capitol Hill. Specifically, I wanted to mention the proposal that the #12 route terminates at 15th and Madison instead of continuing up to 19th Ave. Although 19th has traditionally seen far less activity than 15th or Broadway, this will be changing in the very near future as projects like the 19th and Mercer apartment building are completed.</p> <p>I think that reducing service on this route will cause a significant amount of harm to the development and expansion of economic activity on this street, and I hope you will reconsider this specific cut.</p> <p>thanks, Aaron</p>

**Comment Themes:**




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**Other (please specify):** 124 - uncomfortable setting, Frequency concern, Public Participation Suggestion, Sunday service

## Direct Feedback – Phone Calls

During the Public Comment period from Nov.7<sup>th</sup>, 2013 to Feb. 7<sup>th</sup>, 2014 **212** total phone calls were received. This includes returned phone call conversations, where a citizen provided feedback regarding proposed feedback services. This also includes voicemails that were left on one of the nine language lines: Chinese, Spanish, Vietnamese, Somali, Russian, Ukrainian, Amharic, Arabic, Oromo, Tigrinya, and Korean.

### Comments were provided from a group of people or organization:

South Seattle Community College, Northwest Harvest, South Seattle Community College, Labateyah at Youth Home.

### Comments:

<b>Key</b> English Voicemail or Returned Phone Call Conversation <i>Spansih Voicemail or Returned Phone Call Conversation</i> <i>Amharic Voicemail or Returned Phone Call Conversation</i> * No voicemails were left on other language lines during the official public comment period.
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*Hello. Thank you very much. My name is Rogelia and I'm calling because I read a sign on the bus that I use every day, the 106 bus. I use it every day to get to work and I read there that they are going to suspend the service due to a lack of funds. So I want to know how much longer it will be running because it is the bus that takes me to work... I need to know when it'll be suspended or what other options there are for the 106 bus. My number is (206) 327-3794. I'd like a call back to find out what this is all about... if it's really going to be suspended...because I think it's the only bus that can take me to work. Thank you, you're very kind.*

Yes, this is Beth Nelson returning your call regarding the buses. My phone number again is 253-218-8009. I'm sorry I wasn't here when you called, I was out walking my dog, so I am home now so give me a call. Like I said a lot of people rely on the buses, the real handicap, I rely on the buses as well. People rely on them to get to work, they are going to lose their jobs if we lose this transportation here. Give me a call, thanks, bye.

Hello, my name is Jenifer Beesly. I was calling regarding the 40 bus line if it was going to keep continuing running to Northgate to Downtown or the D Line or 358. Please give me a call back 206-524-6814. Thank you. Bye.

Yeah this is Dwane. I live in Black Diamond, I take the 907 DART to Maple Valley everyday kinda of mid-morning and then early afternoon back. I would appreciate you saving the 907 routes. Thanks.

Yeah, this is Bill Kelly. I live at a condominium building that I bought into 13 years ago near the intersection of 23rd Ave. S. and S. Jackson and I have been watching these proposed changes and I know for several years now, this is not the first time the number 4 which I commute to Harbor View for work has been under threat of complete deletion. I don't understand that.

I know there have been a lot of painful proposed changes for other routes, but there seems to be two buses that go into the neighborhood of Madrona, the #2 and the #3. These bus routes have never been threatened. The #4 has been continually threatened and you offer a voice recording. Obviously these are complex issues and I feel completely unrepresented in this and I would like to know what individual people and it should be public knowledge are continually trying to butcher the #4. You have also proposed eliminating the 27.

You know a lot of people...when I think about it, I have to really look at a city with a history, I forget what they called this area, not blacklisted, but it had to do with, anyway I won't get off topic. It makes me angry. I feel like this area is being targeted unfairly for cuts, elimination of bus routes, while others there are proposed painful changes, this area is being butchered. This is an outrage. I think it is an outrage and I think that the public has a right to know who the decision makers are on this and why the 4 is been on the chopping block for so long and why the 27 as well. You are leaving this neighborhood high and dry and it's wrong!

Because everyone pays taxes. I own my property outright and I pay full property tax on it and I am angry and it is discriminatory against my neighborhood. As you can see talking to voicemail is making me more angry, so I will stop while I am ahead. But if you have any concern at all I would be happy to put my name out there, Bill Kelly, 206-407-9006. I would like to know why the 4 and 27 are being put up for complete annihilation, while other buses that are duplicated in other neighborhoods like Madrona are only being put up for changes. Thank you.

Thank you very much. My name is (not understandable) I want to know about the 106 because I read the sign that this bus is suspended. I want to know, because I use this everyday to go to work, because I need to go to work on this bus. My phone number is 206-327-(not understandable). I want to know the information. Thank you.

Yes, my name is Beth Nelson. My phone number is 253-218-8009. The thing of it is we would like to keep having the buses that we take, because I don't drive and there are other people who are handicapped as well that don't drive. We rely on these buses, especially the shopper shuttle. We rely on those a lot. So, will you please call me back when you get this message. Thank you, bye.

Hey Katie this is Cindy, I was wondering on the 221 are you still going to go to like Fred Meyer on 148 or is that cut off too?

Hi Katie, this is Kacey calling back. On the #16 bus what I wanted to know are there any changes from let's see that would be 3rd Northeast and Northeast Northgate Way going downtown or coming back from downtown to 3rd and Northgate Way. Also, I meant to ask about the 345, any changes leaving from NE Northgate Way and Meridian going up to Greenwood Ave. North and 130th NE and coming back. My number here is 206-364-1574. Thank you.

*Returned Phone Call Conversation:*

*(Explained that there were proposed changes to the Metro... 120, 21, 522). Personally I need the times they have now already. It would be rainy and dark at night, so I need the current service times. I would like to go to a public meeting. (explained that public meetings already occurred, but collecting comments until Feb. 7). For disabled people will it be changes? (gave number for Access). Right now I will wait until September, but can you call me back if it changes (gave number to call). Thanks for taking my comments. Thanks, bye.*

<p><i>Returned Phone Call Conversation:</i></p> <p><i>I just wanted to call and see if Route 245 was being cancelled. (explained proposed changes). That is the route that I take every day and I just wanted to know the changes. Thank you.</i></p>
<p>Returned Phone Call Conversation:</p> <p>(Explained proposed deletion of 68 and proposed alternatives) The 373 will become very crowded from Woodenville for all the university students. I'm so sad because I have been living in this neighborhood for years and I used to walk to UV, but now with the 68 I have been able to go to Northgate. The bus system in Seattle is very good and I am pleased with it. I know they will do what they have to. Thank you for calling back.</p>
<p><i>Returned Phone Call Conversation:</i></p> <p><i>I usually use the 158, 159, and 192. How will these change. (Explained that 158, 159, 192 are proposed to be deleted &amp; that alternatives from Des Moines Park and Ride would be the 177 and 193 – Explained where they would stop downtown. Explained that proposed implementations would occur in September). Thanks.</i></p>
<p><i>Good morning. I wanted to know about the bus schedule... is it changing... or what? Ehh..That's the question I would like to have answered. You can call me at (206) 280-0373. Ehh... It would have to be at night because I have no time during the day. I would appreciate it a lot. Thank you!</i></p>
<p>Hello, my name is Rebecca. I just recently relocated to Washington state and I see a sign on the bus saying there might be changes or cancellations. I am thinking oh my word, as big as this state and as big as these cities are we need this public transportation to stay or even greater buses or more buses or times, especially the Sound Transit, I think that is the County-wide what it is called. We need buses. Anyway, please do not cancel any bus routes. It is already hard enough to be new in this state or city and then to have to hear there are going to be changes. I will have to go back home to California. Thank you, bye.</p>
<p>My Jerry Osis. I ride the 347 out of Montlake Terrace to Northgate the 41 to the bus tunnel. And I am curious about the 347, what cuts are going to be on that one? I take the 5:30 bus and the 6:00 bus on different days. You can reach me at 206-478-1830. Thank you, bye.</p>
<p>Hello, yes, I live in the Greater Seattle, King County area for well over 20 years now. When I first moved here, Metro was independent from King County, there was one bus system no problems, always doing well. And I actually married a woman that at the time for Metro who worked for the waste water plant. King County bought it out and suddenly here plant went from one manager, no assistant managers to nine managers, 13 assistant managers. Always, always, always over budget. The bus system is always, always over budget and I assume they have the same increase of managers now. I don't even know how many bus systems, I tried to get to bus to football game the other day and gave up, called a cab, because it was cheaper, after switched bus to pay this fare, switching that bus to pay a fare.</p> <p>Very plain and simple, keep your hands out of everyone's pockets and turn it back to the people who know how to run a business. It would be doing better. We should not have three or four bus systems in the King County area. It should be just one. My God, you guys think that management is going to fix anything and all you do is screw it up and cost everyone money. Give it back to Metro and let Metro control Metro's business.</p>
<p>Hello, I would like to know if the #41 bus and the #16 bus and the 245 bus are going to have cuts. My name is Kacey O'Neil at 206-364-1574. Thank you.</p>
<p>I just have a question and want to know if you are going to cut the bus 131. My phone number is 206-763-8691. Thank you, bye.</p>

Hi my name is Pam O'Sullivan. I live on the East side and commute into Seattle. I lived in Seattle for years. Having Metro is so important to so many people throughout the region. People can't afford to get to low-income jobs and pay for the gas and Metro allows them to do that. My experience from traveling from the East side. If we did not have Metro I-90 would become a parking lot. The businesses, all of them, would suffer downtown, because people would not be able to get there. People would leave the regents.

In terms of employment the bus drivers would be losing jobs. This is one of our most valuable resources and I am really angry at the legislature and particularly the three democrats, who call themselves democrats, who have crossed over to support the republicans in refusing to fund transportation so desperately needed in this area. I've lived here since 1991 and the traffic has become astronomically horrible. It is almost as bad as Southern California where I came from.

I just urge you in whatever means possible to continue to fund Metro at it's current level. As it is now there is standing room only on some buses, because we do not have enough buses right now. The idea of cutting buses and preventing people from getting into work effectively is insane. On top of that if we are looking into saving our roads and gas and reducing pollution in this area, none of these things can be done if the legislature continues to dig in it's heels and refuses to fund Metro.

I applaud Dow Constantine and the council for their attempt to get an election to increase car tabs and a gas tax. I have a horrible feeling that Eyman is going come through and block it or challenge it. Thank you for considering an alternative, I just would rather see the legislature do this. I think they have responsibility in terms of the economic health in this area, in terms of people being able to get to work.

Frankly, I think it is discriminatory to low-income people who rely on the bus to get to work. That is not my situation, but I see so many people on the buses downtown Seattle that would not be able to get to work otherwise. Thank you, I am a huge supporter of Metro. Feel free to call me if you want additional comments. 206-817-9441 is my cell. Thank you so much and good luck, I'm in your camp.

*Good afternoon. I want to know about the bus services. For the 106 area, from Renton to downtown and 36 to downtown. I live right before the Martin Luther King. I work by the North Avenue, then I need to take the 106 and board the 36 then I get down and walk to work. So what options do I would have for transportation. I work in the afternoon and get off at night. I work from 11 to 12 at night. My name and number appear there. Good afternoon.*

*My name is Maria. I'm calling about the shutting down of the "truck" routes. My phone number for the moment is 805-907-8774. I'm interested in not shutting down the community truck route so I hope you can answer this call to know where... (It cuts off).*

This is Lola Banary. I am on the 68 bus line. I was wondering if they were planning to discontinue this or keep it going to the university? Thank you and I would like a reply at 206-522-9102. Thank you. We need that line.

Yeah, hi, I read somewhere in the West Seattle Herald that there is a proposal in the works to have a Sound Transit Train go the same route as the C Route does eventually and work it in. Go from West Seattle to Ballard. I like the C-Line, I like the C-Line how it is right now. They should keep it like that and think about extending the sound transit from the SeaTac Airport down to Tacoma instead of going out to Ballard from from West Seattle. Go from the airport to Tacoma. That's my suggestion. Thanks, bye.

<p>This is David W. Reed. Phone Contact for me is 206-783-4385. This is a comment to Metro Council about Metro bus service cutbacks. I am a long-term member or long-term customer when the Metro system belonged to the city. I feel that it should be given back to the city, because ever since the Metro Council took it over there have been nothing but continual cutbacks, cutbacks, cutbacks. Next thing we will not have a bus service. In my opinion, my personal opinion, the Metro King County Council is run by a bunch of crooks that we need to throw them into jail for what they are doing to us and lock them up forever as far as I am concerned.</p> <p>I am disgusted by this, you can probably tell by the tone of my voice, and I am upset about this because I am a disabled person. I have to go downtown every month to get my pass and this is a bunch of crap. Excuse me. Maybe we can have the pass paid more than \$45 a month or a year.</p> <p>Anyway, I guess I have made my comment, shape up or ship out, as far as I am concerned at this time. The King County Council as I have stated are a bunch of crooks to say the least. I do not like what they are doing, never will like what they are doing to our bus system and that's just wrong. That is my comment.</p>
<p><i>Will the 113 be deleted?</i></p> <p><i>A: Yes it is proposed to be deleted. The 120 is the proposed alternative for White Center.</i></p> <p><i>The 120 is very slow and goes all the way through the valley, so it is difficult to take. Can we collect signatures for a petition and send them to you.</i></p> <p><i>A: Yes you can send comments and signatures to DOT. (supplied mail and email address).</i></p>
<p>Hi my name is Randy Bow. My number is 206-498-3268. I was calling about the Bus Route #101 and the Bus Route #106 into Renton, the 101 and the 106. Thank you very much, good-bye.</p>
<p>I want to know if there are going to be cuts to the #41 bus leaving from Northgate to downtown and the #16 bus leaving from Northgate to 90th and Wallingford. And also the 48 bus from Greenwood to I think it's Meridan on about. Please get back to me. 364-1574. I appreciate your service. Thank you.</p>
<p><i>Yes, good afternoon. I just saw on the bus, on the Rapid Ride from Tukwila to um, Federal Way, that there are going to be budget cuts for the buses and that the schedule will be changing. I just wanted to find out more about that. Ok, Bye!</i></p>
<p>Hello, my name is Julia. I work as a service coordinator as the Providence-Elizabeth House for low-income seniors in West Seattle. I would like to see if I could have a speaker come out and talk about the changes in the bus routes sometime this month or next month. Please let me know if that is a possibility. Phone Number: 206-938-3276. Again, 206-938-3276. Thank you, bye.</p>
<p>Going up a quarter is all relative – glad to hear that it is only going up a quarter and not to a \$1.50. The low-income fare is a good idea. That is really helpful for low-income. Thank you for calling back and have a good afternoon. Go Hawks!</p>
<p>Returned Phone Call Conversation:</p> <p>I live in Leshi. With the proposed reductions to the Route #2 I would have to transfer to get from Leshi to Nordstroms. Is there a proposed Madison Rapidride? If the Route #2 would run down Madison the traffic would be horrible – so the commute would be horrible. I would suggest to have those riding the 12 transfer where 12 &amp; 2 already cross and then have #2 continue on Seneca. Some of the people in charge of route proposals should ride the routes. This one area will have no service. Why doesn't the City pay for the buses? Seriously have no way to get know to Nordstroms and Queen Anne. I appreciate you calling back. Thanks.</p>

<p>Hi my name is Sara and I am a disabled person. I live at the corner of Melrose and Denny in Melrose Terrace, it is a apartment house for low-income people. I frequently as in every day take the 47 bus downtown and back. And I want to let you know how necessary it is for me and my lifestyle that the 47 continue. It is the closest bus to my house and it really is a very vital route. I a very concerned and want to offer my support in keeping the #47 Route. Thank you.</p>
<p>Hi my name is Richard McFadden. I use the Access bus down here at Auburn. Your proposed reduction in schedule will really effect me, because I work at the Supercenter Wal-Mart in Auburn. You have already reduced the hours for your driving on the weekends, so I have had to reduced my hours working on the weekends. Any other reduction in hours will result me to possible loose my full-time thing with Wal-Mart, my full-time status with Wal-Mart and I would have to go to part-time. This is my only means of income and I am barely making it now with what I am making, therefore I cannot afford any more hours reduced on me. Any reduction in Auburn area would really effect me as a customer on the Access. But I ask you to please reconsider cutting any more hours than you already have. Thank you.</p>
<p>I happen to be on a bus that I am aware may be cut. It's the 306 Route. I just want to say that I think this is a important route to maintain. It has a very limited run, I think there are 5 buses in the morning and maybe 6 at night. It serves the local side of Kenmore that I think is very important and is not served by any other bus. The cancellations would force riders who have not relied on the park and ride to find a way to there or travel down 61st street, which if you are familiar with this route is not a well-lit, not fully sidewalked and very dark and frankly kinda dangerous.</p>
<p>I understand budget cuts, but the additional 4 or 5 miles that this bus route takes and the riders that it serves and have relied on it for years, I just think it is too important to cut. Those are my thoughts and I hope they are taken into consideration and there are other means of budget cuts that can be considered that might preserve this route.</p>
<p>Yes I just wanted to the ETA... (not understandable) Issaquah. My phone number is 206-335-6309 (?) fawcett@comcast.net(?)</p>
<p>My name is Glenn Phillips. I would like to make a comment concerning the elimination of routes 203 and 213. It makes absolutely no sense. At least leave one. Because what you have done be proposing to eliminate both is to prevent any transportation at all to the east part of Mercer Island. You have a sound transit bus that would drop you off at a park and ride and then the amount of time to go from the park and ride to the area of city hall would be one hour one way or two hours roundtrip walk. If you have business in that part of the area that takes you an extra hour, we are talking about half a day, give me a break. Sorry. Please think it through. The City of Mercer Island feels that there should be Metro Bus service and I would like to have a least one of the routes restored. Do not eliminate 203 and 213 together. My name is Glenn Phillips. My email address is glennmphilips@yahoo.com. 206-014-1010. Thank you, bye-bye.</p>
<p><i>My name is Guadalupe Botello. My phone number is 425-351-7317. Please if you can return my call. I will wait your call. Thank you. Bye.</i></p>
<p><i>My name is Maria, I'm calling because I want to know if I can arrive to the "Kenmore" (She doesn't say it clearly) city using your transportation. My telephone number is 805-907-8774</i></p>
<p>Yes, I would like to know if the 128 or the bus route the 21, those two routes in West Seattle. Are they going to be cut? My name is Shana Balinger and I live in HighPoint, West Seattle. I rely on the 21 to take me downtown and also the 128. Thank you.</p>
<p>Hi my name Freo. Can you call me please? I have question, my telephone number is 206-856-8303, 206-856-8303. Thank you so much. Please call me, thanks. Bye.</p>
<p>My name is Cindy.... I would like to know if the Rapid C or the 240, 226, 245, 221. If any of those are going to be cut, I would like to know about it, because that is the main buses that I get around on. My number is 425-646-7176.</p>

Hello my name is Dr. Nina Richie. I am a Metro rider and I am calling to register my dissatisfaction with the proposed cuts on bus 211 as well as bus 927. My daughter comes home alone from school and takes bus 927 to come home from work. Given the nature of my work, I cannot pick her up. Metro is the safety and security that my family needs. Please do not cut bus 211 or 927. They are my lifeline. Thank you. My number is 425-213-4754.

Hello This is Marlene Davis. I live in the Mt. Baker area and I am highly concerned about your thought on reducing or removing the #14 on Sundays. This is going to be a terrible effect on people who have no transportation other than bus should they need emergency or go to church, grocery shopping, etc. I would like to discuss with somebody or at least have further conversation about this. My phone number 206-560-7813. Thank you.

(Returned Phone Call Conversation)

Bus Routes: 139,123,180,120,121

Bus route 139 is a very important route – a lot of elderly people going back to hospital use it. I hope they do not cut the 139 route out. So the route 180 could be taken, since it runs more frequently than the 123.

Hi my name is Debbie at 253-737-3776. I am leaving a comment about the buses being cut and about the funding that is not coming through. I think we need to keep our buses going, there should be initiatives in place, so kind of benefits for people who ride buses, like taxitime if they can show that they have rode buses all year, like with maybe with their ORCA card receipts or something, maybe get some time of rewards for that. That might help get ridership up.

I don't know why you would consider cutting the bus system, maybe if ridership is down, maybe that is one way to get ridership up. But it says here that Metro ridership is approaching an all-time high, instead of making cuts, Metro should be increasing service by 15% to reduce crowding and I agree. More and more people are trying to ride the bus and reduce pollution which is effecting our environment greatly. I just read about our oceans and I look deeply.

I love riding the bus, I never did before, but you've got me convinced to ride it. I ride the train, I get on the bus, then I get my bike off the bus, that I took on the train and then on the bus and I continue riding on a bike. It has kept me healthy and fit. I am a 54 year-old woman and I enjoy it. It should be something that should be kept alive at all costs. So thank you and have a great day.

*Isidro Portillo. 253-951-8402. You can call me at 12pm. Okay. Have a good day. Bye.*

*My name is Maria del Carmen, I called to ask about the route. I'm interested in 169, 150 to (Seattle?). My phone is 360-649-6244. My name is Maria del Carmen and you can call me on Sunday after 2pm. Thank you.*

Yes, I have a proposal for Metro to take in some more money. I believe you need to charge an additional fare to bicyclists that use the bike racks on the buses. The cyclists are already getting quite a benefit from the streets at the expense of Metro and the motorists. 35th Ave. NE is a main street and perpendicular to that is 56th Ave. NE, 65th Ave. NE, 75th Ave. NE. 75th Ave. all the way down to Roosevelt and it has lost a complete lane, they took out the whole middle, because they put in a turn lane, because the bikes are going down there and NE 56th was already narrow going up from the Metropolitan Market. It was narrow to begin with and they put bike islands and the bus drivers have to maneuver and it is very narrow and going towards the top where they have to turn, it's just bad.

65th Ave. NE has a bunch of bike islands too and it really squashes up the traffic and creates a lot of problems for Metro and buses riders. I think that the cyclists need to compromise and pay something for all the benefits that they are getting at the expense of motorist and those who take buses and don't have cars and all of that. So charging them to use the bike racks would be a nice compromise for the bicyclists to pay for a little bit of the problems, you know the benefits that they get.

So anyway, if you are that hard up for money that would be a whole other fare and if they are cutting up all these streets for some many bicyclists then Metro would be taking in a lot of money from doing that. So that's my suggestion, thank you very much, bye now.

Um, yes, when Metro makes it's decisions I'm hoping that they look at buses that interface as alternative with other buses. If you wait in the tunnel, you can sometimes wait an hour or an hour and half for the 71 or 76 and they will not let you on, because it is so jammed.

If it's before 6 o'clock, you run up-top, which is quite a run, but you can get the 64 to take you to Wedgewood or View Ridge areas. You have to walk sometimes if you live way off 35th, but it is a way home, and it is a quicker way sometimes. Sometimes it is not, it's supposed to come less than every half hour. Sometimes you end up waiting an hour and half for a 64, a bus that never comes, and then you run back down to the tunnel, and you might be able to get a 71 or 76. Or you can take another bus into the U District and transfer to the 65 to get back home.

Consider you are going to put more of a burden on the 71 an 76, which have a tremendous burden. If you take off the 65 and 64, then you are going to put even more of a burden on the 71 and 76 and it is already jammed with people.

I don't think you want to do that. Anything doing touch the 64, 65, or the 71 is going to be an enormous mistake. Enormous. The planners just don't get it. They just don't get it. I have a friend that sends Metro pictures that goes on the bus all times of the day, because he is retired and he is always on the jammed bus.

I guess they don't answer him and say there is no problem. I don't know where they are in the process. You really need to consider this, because it is a very busy area. And they are going to put in several hundred more living areas along 65th, so you are going to have a disaster. Ok thank you.

<p>Um, yes, the City of Seattle DPD, PRC, the Planning and Development Project Group, has told me to call Metro and inform them, because I don't know the City is not working with the other part of city services for some reason. Up there on NE 65th St. and 34th Ave. NE. between 34th and 35th Ave. NE there is corner that they are going to build almost 90 new residences and the project number 301-6468. There are couple different project numbers. Mr. Rips has told me to go to Metro, he has referred me to Metro, because I keep asking about the street. There is not going to be room on that little narrow street for 90 more residences and retail shops.</p> <p>Your drivers are going to be sitting there for hours up there in traffic on NE 65th. People come up there all the way from Sandpoint and going down NE 65th and trying to get on the freeway past Roosevelt. Any of those people along that route are going to be standing there and paralyzed. The whole street will be paralyzed. And apparently the City of Seattle and the planning group have not spoken to Metro at all and sent people like me to Metro. Polygon Northwest, there is a developer Eric Evans. His number is 425-586-772(message cut off)</p>
<p>Yes my name is Bill Fitzgerald. My home phone 206-417-0812. My question is are you cutting services for the #41 at least Lake City via Olive Way all the way downtown. I appreciate you giving me a call back. Thank you.</p>
<p>Hi, I live in West Seattle and I wanted to suggest that maybe if you are thinking of discontinuing the 22, 21, a lot of those buses, and the 37, I am not sure if 57 was on the list, but you can delete all those other ones and keep the 57 and expand that and keep it just to West Seattle</p> <p>Not have it go downtown and have it go down California, and back 35th and back to it's original route and back down to Alki. I never seem to be able to catch a shuttle, maybe you could integrate some of those.</p> <p>My name is Glen Hager. My number is 206-243-0375. And I am suggesting that you expand the 57 route and keep it exclusively to the West Seattle area and not go downtown. Keep the 50 and the 128. I like the way things are and the C of course. Bye.</p>
<p>I have some questions about the #4 route, I am getting off the bus, right now, I will call back shortly.</p>
<p>Hi, I am worried about the bus cuts at Olsen &amp; Myers by SHAG, the SHAG building there. I take it every morning to work and there are a few other people close by that do not have cars. I was wondering if the 113...I would hope that the 113 will not be cut there. If you could give me a call back and let me know, my number is 206-484-3045, so I can plan accordingly. Thank you so much. Bye.</p>
<p>Yeah my name is Bill Fitzgerald and I'm calling in regarding if the services are going to cut to the #41 bus that starts out in Lake City. My home phone is 417-0812. Thank you.</p>
<p>Yeah my name is Bill Fitzgerald and I have questions regarding if the #41 buses, the services are going to be cut. I would like to know that. Thank you very much.</p>
<p>Yeah I wanted to make one more comment on the 64. It is already horribly reduced, because it only goes in the morning and for a time in the afternoon. That is the bus that goes directly to the hospital areas like Swedish, Virginia-Mason. And I know that Metro seems to be adverse to supplying any needed service to hospitals whether it is people visiting people in the hospital or older people trying to get up there for appointments and you do see them on the bus. The problem is that you don't have anything to get you from Virginia-Mason back to town.</p> <p>The number 12 is almost nonexistent and you are going to reduce it even more. There is no way to get back. I end up walking. I go up there to go to the foot doctor or the back doctor, because I have terrible pain and I am walking up there. And I see other older people with canes and walkers, walking up there. I guess you don't see that, maybe they are invisible to you. I don't know how you don't see that. That's a problem, because the 64 will take you back downtown and take you all the way home to View Ridge-Bryant/Ravenna area from downtown, if you have an appointment. But you have to make the</p>

appointment very early in the morning or before 5 o'clock you have to get up there to catch that bus.

The fact that you would even consider reducing that is, since it goes up there to the hospital, it's already a totally reduced service. I can't even image why it would be on the reduced list. It says revision, but what revision, unless you plan to increase it. A lot of people rely on that in the morning depend on that, it's pretty jammed up, to take them downtown.

I don't know if you realize that you are going to have NE 65th Ave and 34th NE, I'm talking about where the Children's Home is building 89 residences on that corner, so it's going to be congestion corner. You are either not going to be able to get people on those buses or you are going to have so much traffic going down 65th and trying to get on the freeway that you are going to have a huge traffic jam, but then you are going to have no buses to carry those people and if you have buses, you are still going to have a traffic jam.

You need to contact and interface with the developer, Polygon Construction, who wants to take that buy that build 90 homes. And further down on 65th there are a bunch new condos being stuck in there, just like pods, just tons of them. It's going to be a horrible place, if everyone gets into their cars, it's going to be a huge traffic jam and you need to really (message cut off)

Yes, I noticed that you wanted to take the 25, you want to reduce service on the 65, I live in View Ridge-Bryant. The 65 is the only thing that gets me home from U Village. You have 75 coming by all the time there and I wait for the 65 there. You've knocked out a bit of service on the 65 already and during the summer when the UW is not in session, you have already reduced it. So there is no way now to get to the U Village. There really wasn't a good way to get there before. Now it is going to be even worse.

Then you have like the 12. It doesn't even come from downtown anymore and go up to the hospital. You have to either hike up to the Macy's, that awful place there across from Macy's. You can't even get decent service and you haven't before and now you are going to get even less to get to the main hospitals, like Swedish and The Polyclinic and all that area up there. The 12 used to go from downtown and take you directly there and no there is nothing to get you back. I mean I have to walk half the time and I have a bad foot. It is really hard to get up to crucial areas like hospitals. There is nothing to get you there and if you are older and have a walker. I see these people get off with there walkers and their oxygen tanks and they just can't do anything, so that's the problem.

I don't know if it is your bus, but when I wait on 9th Ave, 7th Ave, up there where the buses go, you have 64 goes from there. Thank God you have a 64, which is totally reduced service already. That area you have 2-3, or 2-something, I waited an hour and half before for the 64 and there are these buses that go to Redmond. In five minutes 4 buses came. In five minutes there were 4 of them/ You can get out to Redmond or Bellevue area and you can get there quicker than where I live in View Ridge. And I live about 20 minutes from downtown. Something is really wrong there.

You have a whole ton of 41's, so I guess you are reducing that service. Those come every 10 minutes in the tunnel. But you can't get a 76 or you can't get a 71 and if they do come you can't get on because they are some jammed. You end up waiting over an hour in the tunnel with those icky people and the crowds. You had a lot of problems before this that you couldn't figure out and now you are going to have a lot of problems with the reduced service.

Anyway, those are my thoughts, thank you.

Hello I live at 427 Bellevue Ave. E. in one of the apartment buildings here about half a block from the current bus stop between Bellevue Ave. E. and Republican. I wanted to air my support for keeping the 47 bus. I use it everyday to go to and fro work and it is filled to capacity every morning with people on their way to work. So it is a heavily use bus. I hope I am not the only one calling in support of keeping the #47, because it is really vital and a lot of people use it, even though those people may not be calling up and saying so. So hang in there (message cut off).

Yeah, my name is Bill Fitzgerald. My phone number is 206-417-0812. Thank you.

Hi my name is Mary. I am calling about a couple items. One is the bus reduction route 215 only has 5 buses that go out to North Bend in the afternoon. And in the morning time it is also 5 buses. That is barely enough to get the people from North Bend-Snoqualmie there, let alone cut the buses. We're already on the way back it is standing room only each time no matter what bus I am catching. I would prefer hopefully that you will not delete the 215 or any part of the 215.

Aside from that my other issue is that I wanted to talk about the fact that I feel like that Metro could save a lot of money if they streamlined the 215. And what I mean by streamline is there is a spot just by the North Bend Factory Outlet Mall exit where there is land for sale and you could easily buy it and put a park and ride there. The same thing up by the Highway 18 exit, there is land for sale there that a park and ride could go into.

I feel that more riders would ride Metro 215 if it did not take an hour to an hour and half hours both ways. So that is 2 hours a day spent on the bus that they could do something else. I know a lot of people drive into Issaquah or Bellevue to catch the bus into Seattle. They would much rather, including me, catch a bus in North Bend and have it streamlined quicker. If you only ran the 215 up and down I-90, meaning that you pick them up at the exit there right by the North Bend Factory Outlet Mall. You go up I-90, you stop at Highway 18 and pick up people there, you continue up and add the Preston-Fall City exit. There is already a park and ride right there so you wouldn't have to do anything on that one. Then you would pick up the Fall City-Carnation riders then proceed into Seattle. There is no need to stop at Issaquah, you aren't anymore, which is good. There is no need for you to stop at Eastgate. Eastgate gets serviced by so many buses, they really do not need to riding the 215.

With that streamlining you are going to add riders, add funds, and you are going to save yourself a ton of money not riding these run these buses in and out of the neighborhoods. If you are worried about riders in these neighborhoods not being able to... (message cuts off).

I'd like to know why West Seattle has to bear the brunt of all the cuts. We really only have two buses that go to town and I don't think that we should bear the brunt of it. My telephone number is 206-938-4962. My name is Doris Dixon. Thank you.

Yes please do not eliminate the route 2 or the route 3. Those are the only two buses that can actually get me home. I understand that the funding is rather hard right now and it is hard to make that decision, but the 2 and 3 are the only two buses that get me home. They are very much needed, so please consider that. My name is Elena Paterson. Thank you very much.

My name is Marty. I am curious to know if you could tell me why the reduced regional fare permit is under this new proposal, why the fares for that are doubling, going from \$.75 a trip to \$1.50 a trip versus the other fares that are going up only a quarter? Seems to me like you are putting a significant burden on the lower-income group of people, riders, who can really least afford to pay that kind of increase, that proportionate increase. Anyway I would appreciate a return call on this. 206-364-1387. 206-364-1387. Thank you very much. Hope to hear from somebody about this.

<p><i>My name is Guadalupe Fugueman, my number is 206-687-0161. I'm calling in regards the Des Moines, parking drive route. Some lines will be suspended and I want to know which ones. I take the 158, 159 or 192. I want to know if they will be affected. Thank you, very kind. I'll wait for your call. Have a nice day. Thanks.</i></p>
<p><i>My name is Juan, I need to know in regards...(the sentence was not complete) I read in the paper that the bus 245 will be canceled. My number is 425-209-8366. Attentively, Juan.</i></p>
<p>Returned Phone Call:</p> <p>Concerned with getting on at 15th and Northgate Way. They eliminated stop and it was really nice with a shelter. On Sundays I use the 72 to go to church and I am worried about the frequency of the 72. It would be ideal to have this running more often and to keep the 72. Couldn't routes be spared in Capitol Hill? Eliminating the 72 is extremely unfair and it should not be eliminated. We need additional buses to run along with the 73. Would the 373 run late enough? Don't want to be waiting for long periods of time to take the bus at night. I feel like the 77 and 373 would not run frequently enough. It would be nice to have the 72 run on weekends and to the university district itself.</p> <p>Be more specific about upcoming meetings. Having to check online is not sufficient when you do not have access online. Would like to see more posters about upcoming meetings on buses.</p>
<p>Returned Phone Call regarding Route 156:</p> <p>"We missionaries ride the bus everyday. Thank you for the information."</p>
<p>Lola Benary at 206-522-9102. I was wondering what the status of 68 Route bus is? Thank you.</p>
<p>Hi my call is regarding the route 927 in Issaquah area. I think that a lot of people in ___ including me rely on the 927. It would cause a lot of trouble and sometimes students would not want to come back to the high school during school hours. So I suggest that you please keep route #927. In addition if you are lowering the usage, because the bus is one bus per hour, that is why it is not very convenient. If it was convenient lots of people would love to take the 927. Thank you. Bye.</p>
<p>Hello I ride the bus everyday to work and my employer subsidizes my bus pass. I actually only pay \$15 a month for a bus pass. If Metro is hurting for funds, I certainly think that I could pay a lot more than that. \$25 a month even sounds very reasonable, if not \$30. I am just thinking that, I don't know how it works when employers provide subsidies. I should think that would be another source of revenue. I am happy to pay more on monthly basis for a bus pass. I think \$15 is too little. Thank you.</p>
<p>Ok, they are not dealing with it...they are telling you that you can leave messages.</p>
<p>Hi good morning, my name is Diane Ramsey. I'm at 206-324-2098. This is relevant to the Route #2 bus cut, proposal route change. I was online and couldn't find anything. I saw something about a Madison RapidRide and I was just wondering if does that have anything to do with the rerouting of the #2 bus.</p> <p>I can't find anything that is says why it is being rerouted. Thank you. Again it is Diane Ramsey, 206-324-2098 and it is the #2 bus.</p>
<p>please keep the 269 bus</p> <p>Please keep the 269 bus, i just moved to the east side redmond area and the 269 bus is great service and convenient for me i would only have to take one bus to get from 152nd Ave to Avondale and its already hard to take two buses to get to work knowing that it takes an hour to get to work when it only takes 5-10 minutes to drive to get to work but i don't have the luxury to own a car i really hope that you'd keep the 269 bus running on the weekdays. Thank you</p> <p>Julie Agpalo</p>

<p>Clearly the proposed gate is not needed. Signage explaining the parking pass process (reasons and availability) plus towing violators would save the County \$200,000 to \$400,000 . . . an amount better on transit. If you cannibalize transit it will take too many years to restore it. Too much progress will be sacrificed.</p> <p>Raising fares, if necessary, is a better approach.</p> <p>Mark</p>
<p><i>Good afternoon, my name is Jose Juarez. I'm just calling because I saw the notice in the bus that some routes will be cancelled. I would like you know if you can give me information. You can call me any time at 206-307-5680. Thank you.</i></p>
<p><i>I'm calling because I am looking at the notice you placed in the bus, my question is ...what the new schedules will be if there is a reduction of buses? Because for us that we live in (not clear) is very important the route 120, it is very important you don't take the service away, because 127 service is too late and this will affect us. Well, this is my opinion. My name is Martha. Thank you."</i></p>
<p><i>It is being said the route 187 will be taken away and several buses, will you have other ones or not?</i></p>
<p><i>Hi my name is Guadalupe Funeman and my phone number is 206-687-0161 and I would like information about...(it cuts off)</i></p>
<p><i>My name is Isabel Rojas I use every day the buses and saw you will be taking away some. I want to know which ones you will be taking away. My number is 206-226-8002. Thank you.</i></p>
<p><i>I had a question about a notice you put here on the bus stop, it is the route 120, and the bus stop is the one on 107th and 15th Ave. My name is Sandra Mora and you can call me at 509-901-0788 after 3pm. Thank you.</i></p>
<p>Returned Phone Call:</p> <p>"The bus service is needed. I use ACCESS for Doctors' appointments. The suggested or actual cuts would not allow us to attend events after 9:30/10:00pm. I'm trying to keep my independence. These cuts would particularly prevent seniors. Isolating seniors leads to depression and leads to medical and other problems which would end up costing the city more. I'm looking at it from a seniors point a view. Many facilities you feel like you are just waiting to die. The better they are mentally the better it is. We want our independence to continue. Bus cuts would also effect shopping, if discontinued. Thank you for calling back."</p>
<p>Hi this (Ms. Renster?) I have been taking the bus for 38 years.Are they going to cut out the 139 that goes up to the Highline hospital? That is a very important route for a lot of elders and seniors. Also the 140 that goes to South Bend and Renton.</p> <p>241-6725. Thank you.</p>
<p>Yes, I just wanted to say that I think it is really a shame that there has to be cuts in the bus system. There are so many people that depend upon on Metro and the ability to get around and city mobility. When I came to Seattle many years ago I was researching the transit, because I do not have a car and I noticed that you were modeled after I believe New York. I think it is really important that we maintain this image, maintain this reality within the system.</p> <p>Sorry I can't attend your meeting today, but I truly wish that you would reconsider and find finances elsewhere. Thank you. My name is Brenda Nep. My cell is 854-4175, if I could be of further assistance in the situation.</p>

I would like to know if there is a meeting tomorrow night regarding the Metro planned cuts. I would like to know what those of us as seniors can do to oppose this. This is going to effect us, unless you want to give us all bicycles. But to be fair to you, that seems like the legitimate way. Since we have companies like Starbucks, Amazon, Microsoft, corporations. Certainly there must be some funding available from them. Ask them for donations, so that we can continue to have adequate service, so that we do not have to walk four block, stand in line, in the cold rain etc.,etc. Not be able to go out late in the afternoon to activities downtown, because the bus is going to stop at 9 o'clock. Not all seniors want to be tucked into bed at 6pm. Please, please somebody to help us. My name is Elizabeth Batchelor.

I am unable to drive, I have problems taking the bus, I do my best. I also cannot walk far. My telephone number is 206-938-6111. I would even willing to be on a committee to go to these Amazon, Starbucks, etc. and these other major corporations, because the attorneys can be very affluent. Thank you very much. I would like to know if there is a meeting tomorrow night in West Seattle area, since we the ones to be the first experiment in cutting everything.

Thank you. Again 206-938-6111. Thank you, bye-bye.

Yes, my name is Kathy. I need some information about how the schedule will go for the C-bus.

My concern is that you are going to cut them back and if you are going to cut them back I need to know by how much? And if you are not going to cut it okay, but then what other bus services are you going to cut? Mainly the C-bus though. My number at home is 206-937-0313. Good-bye.

This Lorie Carter at 206-522-1949. Repeat 206-522-1949.

I am concerned about service cuts for Route 72, 73/77, 75, 372 and 373. Are any cuts proposed? And are there any meeting preferable in the North end that would address these concerns. Thank you.

Yes, I am calling regarding the proposal to cut the #47, which is the Capitol Hill Shuttle. I am going to say this very clearly if I can. I am one of the many disabled people who rely on that bus for their survival. I need it to get to and from work as I am not able to walk. This would be a devastating situation. I would lose my job, I would lose my apartment. My form of living would change drastically.

I think it would be a huge mistake to take out the #47, because it is highly used. And I do know this because of some research into your own records proved that in the year 2012 it was one of the most highly used lines in the area.

I am asking for a reconsideration on cutting this line. There are many of us that are devastated by the very idea that this would have to go. And remember that this area is building up more and more. We have new buildings and more people will be using this service particularly on Route #47. And we would appreciate if you would make a note of that. Thank you very much, bye-bye.

Is the 156 going to be canceled? 206-851-0714.

Hi, this is Thomas. There might be other ways of doing this. My solution to your problem is how buses that not many people take. #2 take a look at how many people take those buses. Those buses that you want to get ride of, those people want to keep those buses. My idea is to hike the price up a dollar. I could pay another dollar. Alright, no problem. Okay, bye.

My name is Susan Joyce. My phone number is 206-363-5991. I'd like to know if buses 64,69, and 330 will be cut. That is 64,69, and 330. Thank you.

I am calling in regards to Metro Bus 901. I wanted to make you aware that I would really be pleased if you did not close our stops of Metro Bus 901.

<p>Yes, my name is Kathy Lund.</p> <p>My concerns with the buses being cut back are the C Bus going to downtown and from downtown. I have to take the C Bus at quarter to 6 in the morning. I need to make sure that one is still there. My number at home 206-937-0313.</p> <p>Thank you very much and you have a good evening. Bye-bye.</p>
<p>Please do not close Metro Bus 901. Thank you.</p>
<p>I do not have online access. I can't find the meeting by going online. I would like to go to the meeting, so I would like to know when and where.</p> <p>My number is 206-382-8067. My name is Brian. Please call me.</p>
<p>I wish to make a comment about the loss of #50 bus running between Admiral and California and Beacon Hill. I am a veteran nearly 89 years old. I go over there a lot for different things, several different things. I am very concerned about the loss of service in my neighborhood to my doctor and my specialist that grow more and more with time. And I'm kinda worried. It used to be so terrible when the 56 would took me down to Benaroya Hall just missing the 39, it only came every 39 minutes. It used to take me 2 hours, this gets me there in half an hour and what a Godsend it is. I sure hope I do not lose it. Thank you very much.</p>
<p><i>Good afternoon, I'm Ricardo Panameno. I'm a route 44 user and saw a poster that some buses will be suspended. I want to know if I will be affected because I take the route 44 every morning and afternoon. Thank you very much. God bless you</i></p>
<p><i>Good afternoon, my name is Ricardo Panameno, the phone # is 425-273-6151. I want to know alternate routes because I use route 44. I can answer you from now up to 40 minutes. God bless you</i></p>
<p>Hi I was just calling to speak on behalf of the 169,101,140. I am really dependent on these buses. 106, and the 107. I hope that you don't cut their service. I guess I will find out soon. Thank you.</p>
<p>Please let me know if 358 first run in the morning is going to change.</p> <p>206-769-0868.</p>

Returned Phone Call Conversation:

The information is not out there for there to be. You don't think about the disabled, until you are disabled. You see things a little differently. It's too late the party is over. I called the legislatures and they didn't know what is going. They want to get people out of cars, but are cutting buses. I don't have car and will force me and to move into the city, because that is more economically feasible. People who are running the show in Washington should live in the city. I grew up in the city and last thing I would like to do is move back to the city.

As far as funding a lot of the people I have talked to say charge more...they say sure I will pay more and we have things we need to get to and we would pay more. There has got to been some way to change the situation. ...used to say I'll have to half a penny to fund this thing and we'll get it done.

I don't watch the t.v. anymore, but I would know that if I did there would not be much information about this. People are afraid right now. They trusted the government to take care of them. It was supposed to be a government by the people for the people. There is need to be someone to stand up and change this.

There could be a sin tax on cigarettes. Or raise the tax on booze. Here's my suggestion take a half a penny and make it happen. Raise gas tax.

Don't let it go away. There will seriously be people dying if they don't make their appointments. Thank you for calling back. It makes me think that someone cares and I am glad my ideas are being recorded.

Returned Phone Call Conversation:

When would proposed changes occur? (Explained they would occur in Fall 2014/Sept. if implemented). Concerned about connection at 35th and Morgan St and Routes 21 and 128. (Explained that he could take the revised Route 50.)

Question about the Rapid Ride F line, when is that going in? Is there another Rapid Ride Line planning to cover Aurora Ave., he believed he has seen some stops going in there and was wondering when that is proposed to be built. (Explained the Rapid Ride E Line will begin in February 2014 and serve the Aurora Corridor from Shoreline Aurora Village Transit Center to downtown Seattle and that the Rapid Ride F Line will begin in June 2014 and run from Burien to Renton.

Phone Call Conversation:

I want to see the low factor and performance data on the data on the 60/ Ridership counts. Which carry the most riders? Would like to see STB – graph the ridership between each bus stop, specifically the data that they create the tables from. I understand route 36 & 70 and wanting to interline/through routes. If they were pushed into the same would it have the same amount of service or more stops/service/frequency?

With the 70 – the university bridge going up, it is difficult to keep on schedule running to Othello. It is hard to keep 36 running as it is. Compounding that service problem with interlining and through routing it with 70. Right now concerned with what to do to get it into policy. Please provide Feedback on that.

Hello, I just wanted to make comments as a daily bus rider. I commute to and from work on the bus. Over the last couple of years it has gotten increasingly crowded. I am very, very concerned about the proposed cuts and reduction in service. I ride both a local and express route and they have both been uncomfortably crowded this past year. I anticipate if our express route is cut that some people will just be left behind or that it will be impossible to maneuver about on the bus with all the things that we have to carry to and from work, aside from ourselves.

I would like to see our government and other involved parties take action to support everyone who is doing their part to take public transportation. I think we are at a tipping point where people are willing and taking public transportation, but we are lacking things like enough park and ride spaces or enough funding for our buses.

I think that our traffic is still a huge problem and I would like attention and resources towards public transportation and reducing traffic. I would like to see resources go there, instead of talking about changing minimum wage for people in the Seattle area. Thank you for your attention.

Hello, my name is Audrey Berea. I live at 427 Bellevue Ave. East. I am aware that the bus route that I take every day, #47, is up for elimination due to cuts in the budget for metro. I wanted to call and avidly support the retainment of this route. I personally take it twice a day to and fro my job. I wanted to give you my support and please keep Route #47. It is very vital for many people of that area on Capitol Hill.

Hello, I am a senior and I cannot walk the distance that I need to get to church and to get to my doctor appointments and I rely very heavily, daily, on bus #12 to get me to church and to appointments. I hope that it will not be discontinued. We need travel from all of Madison, the whole length of Madison Street. I rely heavily on #12, so I hope that it will not be discontinued. Thank you. Bye-bye.

*Hello, my name is of my call is that I am looking at the advertising in the bus stop and it says there will be some routes or buses that will be canceled. If you can give me a call and tell me which buses or routes at 206-697-4501 or send me a text message. Thank you. You can call me at any time.*

Hi my name is Daniel Thompson. I live at 915 30th St. NE I catch the 910 bus sometimes, rarely. I am suggesting...I was told that the bus was proposed that the bus be eliminated. I am saying that bus route should be eliminated. The bus drivers are rude and terrible service. It would be best if there were more routes on 180 bus line. The 180 bus drivers are not near as rude and much better drivers than the 910 bus routes. I live near closer to the I St. and 30th St. than 30th and Auburn Way, but I prefer to catch the 180 bus. Like I said the bus drivers are much better. The 910 bus there is hardly anybody on it and the bus drivers are rude, they talk politics. Should be eliminated. I am a registered voter, if I see that it is going to be continued then I am going to vote against any increase in taxes for public transportation. My telephone number is 253-347-2336. Thank you.

Hello, this message is regarding Routes 238 and 235. I heard you are planning to cut one of them and reduce it from late night to the other one. I am calling because I use that route every single day, and if you cut the 235 late night then I can't get home from work, so I would have to reduce my hours, which I can't afford to do or buy a car, which I really can't afford to do. The 238 which I am about to take right now is my primary way of getting there. I would really appreciate if you would not cut those routes please. If you need to give me a call back my number is 650-862-2827 Thank you very much and have a lovely day. Bye.

Hi my name is Lee Perkins. I tried calling Olympia and nobody seems to know quite what is going on down there. I was aware of the meetings being held, but the buses didn't come to my neighborhood when the meetings were being held, so I couldn't go there.

It's getting to be real frustrating if we lose the service in my neighborhood alone, then we will lose a lot of handicap and disabled people without transportation. These people are without cars, including myself. I believe it will just leave us hanging and there will be nothing else for us to do.

There needs to be a way to come up with funding for this. I can understand how people like their baseball parks and so forth, but when those people aren't disabled, that is the last thing that they are thinking about is disabled people. Could someone there call me 253-653-8824.

I have some ideas on how to resolve this. I can't make it to the meetings. I don't even know where this meeting is, so I can get a ride to the meeting. No one seems to have the address. So could someone please give me a call. Thank you.

Routes 914 and 916. We have at least 500 seniors in this area. And approximately I would think that 50% of them would use the 914 and 916. It would be a very hardship on seniors if these two routes were eliminated. Please take this serious and thank you for your time.

Hello, my name is Jack Silver and I live in Burien and I was wondering what happened to the #123, because that is my work bus. I take it all the way to downtown Seattle and I go to work. Thank you very much. Call me please and let me know.

Hello my name is Ellie White. I ride bus 50 every single day out of Seward Park to connect to the train to go downtown to work, so I am calling to receive more information on Route 50. If you could call me back that would be great. 206-953-7707.

Returned Voicemail:

Can you send survey in Braille? When I do the Access evaluations they sometime want us to take bus and I don't know what routes I should use. I live in East Hill, Kent. I don't have routes down there.

This is John McConnell. Phone Number is 206-898-0824. I'm calling to let you know that there isn't any way for us to share comments if you only give us times between 6-8pm on weekdays when those of us that work aren't able to get to those organizations. Further more, you have not given the addresses of the places of those places that are held. You say Kent Commons, we don't know where that is. You say South Shore School, we don't know where that is. It would be preferable to have comments like this on the weekends, I'm feeling like you don't want to hear from us, because you have the time set up, so that we that work can't get here. Number is 206-898-0824. I would really appreciate if you would consider this. Thanks.

Hi my name is Brian Stewart and I need to know how the #21 Route bus is going to be effected. It goes from West Seattle to Downtown Seattle and back. You can call me back at 206-370-1737 on my cell phone. Thank you. Also the #128 bus that goes from 35th and Morgan in West Seattle to South Central Mall and back. That one as well. I can take those clear into the Admiral district. Thank you. Bye.

Hi my name is Richard Garretson. I ride the 910 bus in Auburn from 37th and I St. NE to the Walmart all the time where I do all my shopping and to the transit center and so forth. I have a disabled pass, because I have a bad foot, so I can't do much walking. Please do not discontinue the 910 bus. That would cause great...It would make it more difficult for me to get to Walmart and to get to where I need to go. Any questions you can call me at 253-333-3447. Again, my name is Richard Garretson. Thank you.

I want to put in my input. The bus is free. I don't have a car, I need the 914 and 916. I need it to go grocery shop I depend on this bus right now, the 914 or 916. Ok, need the 914. Ok, I use the 914 the most. I am between the 164 and 169. A lot of seniors will be effected as well. They need to get to doctors' appointments. We are going to feel the impacts of everything. I am going to have to get to the 914, 916. I have been riding the 914 for the past four years. Every time they change a bus driver, we have to get used to that. But I am ok with that, because it is free. Even the grandkids like the bus. They were disappointed that they could not ride it the Holiday, but I told them, that the bus drivers have families too. I have friends that will let me know about what is going on. Maybe it will all turn out ok. Thank you for calling back.

Hi. My name is Kabirah Johnson. I hope and pray that you don't cut Access, even if I have to pay more money to ride it. It is convenient, it helps me out a whole lot, and it makes me independent. I am sorry that some of the services are being cut, but please do not cut Access. It is good for going to the store, going to pick up prescriptions, going to the doctor, going to physical therapy. It's great. I would really pray that you don't cut Access. My phone number is 206-473-2992. My name is Kabirah B. Johnson. Thank you and God Bless. Okay, Bye.

This is...Hi I was calling concerning the 914 and 916 buses out in the Kent area.

Can you give me call at area code 206-941-3410. That is area code 206-941-3410. I was calling about those two buses, the 914 and the 196. Thank you very much.

Hello I wanted to comment on the proposed cuts to metro services. And just say I have noticed over that last couple of years a noticeably increase in ridership on the two routes that I take to work daily. I take this mean to that what government and the environmentalist are encouraging us to do, which is use public transportation. I think it is imperative for use to find a way to prevent all these bus cuts. I use both the #5 and #5X. They are both crowded and I think that it will be a great loss if we loose service on those routes. I will try to find out who else I can contact to share these comments.

#### Returned Phone Call

I tried to make that meeting last night, but was unable to make the meeting, because the bus did not go to my area at that time. For every meeting none of the areas that need to go have buses that go to the area at the times of the meetings. Hundreds of people have told me the same thing. The same thing happened with Kirkland, the bus doesn't come to house when the meetings is. Disabled people are not able to make to the meetings. I've been calling my congressman to try to get this fixed. When I get my computer I will take the survey. I will try to get to one of these meetings. I might be able to find someone to take me, but it's hard to find someone to take a person in a wheelchair. The timing of the meetings is difficult. Can you set up a new set of meetings, maybe at 1pm. I have to go. Thanks for calling back.

#### Returned Phone Call:

Question regarding frequency that 120 would run with proposed changes.

Now understands changes.

Glad peak hours are not changing much.

Thanks for calling back.

It's very important not to reduce Access service. At times there is only one person on the Access bus. It should be scheduled differently to save money – put more people on the bus. Find a more efficient way to schedule and deliver the trips. A driver told me it was costing me \$60 to take me somewhere. That's not my fault it costs so much to provide the service.

They could cut down on costs by taking people home more directly – change the routing the vans take. They go right past my place to take someone else home first, then come back to drop me off. I don't think the schedulers know how to schedule them just right. I don't know how they do it – what's the process? Because it seems screwed up. Perhaps invest in better scheduling process or software. This would be a way to reduce cost.

Eliminate bus routes with few riders.

I got an Access pass which helps me afford it. Make more people buy a pass if they can afford it. This might make more money for Access.

Drivers once told me they have trouble with people not paying. Continue to cut people off who don't pay. Make sure people do pay when they don't have a pass.

*Hello, I have a question. ,my name is Tsigereda Tewolde. I use bus-pass and i heard that it will stop as of January. I am calling to ask about that. My phone number is: 206-816-0561. Please tell me what I have to do. Thank you.*

So you have two cars and don't ride the bus. If you charge more fees on my car, I won't be able to afford to license my cars and I'll have to drive my cars illegally. Making car drivers pay for bus service makes me boiling mad.

I live in Sheridan Beach and they moved an entire bus stop from one side of the street to the other. Metro is spending money in places where they don't need to.

If you raise the price to ride the bus that doesn't mean that everyone will go out and buy a car.

The best solution would be to charge people for using park and rides. Then, you are asking drivers who use the bus to pay for the service. This would solve the problem.

I'm too embarrassed to come to one of your public meetings because I would be surrounded by bus riders. If I stood up to say what I have to say, I would be booed off the stage.

The only relief I feel right now is that King County voters will get to vote on something so I can vote no and at least feel like I had a say.

Hi my name is Lee Perkins. I was going to attend the meeting tonight at Kent Commons, and my Access bus service doesn't come to our neighborhood after 6'oclock, and that's when the meeting starts, so I can't go to the meeting. I'd like to talk to somebody and voice my opinion about it and how I feel and maybe a couple ideas about how we can get it fixed. If somebody there would like to give me a call, I'm at 253-653-8824. My name is Lee Perkins. Thank you.

This is my second time calling. I haven't gotten any extra information from you. I don't know why you are trying to kick me off the Access vans when I am in a chair. I have a hard time backing on. I don't have eyes in the back of my head. I don't want to lose my access. I get scared, then I get confused, then I don't know where I am.

I don't travel downtown, because it is dangerous down there. I go to MDA office and then I come home. I don't travel downtown, because I don't have a long-term time power chair, it's just a short-time power chair, so I can't go all over the place. This is my second time calling for more information and you are not responding to me.

My name is Dorothy Harrell. I am so afraid of getting kicked off the Access. I have been traveling on the Access for a long time. I am scared when I have to find place and when I have to go two or three blocks before I get dropped off or I can't get on the bus because there is no room for another power chair. I am just scared. I don't have eyes in the back of my head. I would like to have some information, but you are not responding to me.

206-735-2828. My name is Dorothy Harrell.

I would like some information please, please, I don't want to get kicked off Access. I just I need to go get an advocate like they have on the news. I can't think of his name at the moment. I am just so afraid of getting kicked off the Access. I pay \$45 a month, isn't my money good enough. When I get upset I say things that I should probably apologize for. I'm not apologizing, because you are not responding to my calls. This is the second time I called in the last couple weeks.

I have a driver made me get off backwards this afternoon and he came an half an hour early for me. My schedule is 1:00-1:30, not 12:15-12:30.

Hi this is, my name is Ben, my family is Coung. My number is 206-941-4525

When you have time can you give me a call back please. Thank you. Bye-bye.

Hi my name is Kevin Maloney. I'm call from South Seattle Community College and I was trying to do a little bit of research here about some of these bus cuts. I have been to the website, but I still had some additional questions, while we try to prepare our campus for these bus cuts.

If you could please give me a call back at 206-934-6875. Again that is 206-934-6875. Thank you very much. Talk to you soon.

Hi This is Debra Squires. I am with Northwest Harvest. 206-923-7475.

My question was one of timing. I am looking at your website, but I was told that the cuts take effect Jan. 1st and if that is true I want to let our clients know so that they can speak out in voice. If it what your website is correct about the timing, that is fine, I just need to know back if it is sooner than what your website says. Thank you.

Hi I have a question. I want to know why you are cutting the Access van pass? We need it real quick. We need all the people. That is how I get around to the store and doctors appointment and everything. I really don't want you to cut it.

You can reach me back at 206-380-1238 or my house number is 206-772-8566.

Hello My name is Maria Rabigo. My ID with access is 122982. I would like to have some information or to make an appointment for one of your meetings for next year. I keep waiting.

*My name is Gamaliel Garcia Garcia Garcia. The telephone number is 206 439 7812. I'm calling to request an appointment for the meeting that is going to be on 12/10 at 2pm at the Union Station. If you would be kind to help me with and interpreter. I will wait your call to confirm and you can call to the same number after 2pm. Thank you and merry Christmas. Tsigereda Tewolde*

Hi my name is Heidi Charrowe. My access number is 73594. I live in West Seattle on Alki Ave. SW. I received a letter saying that they will be doing some cuts in the near future, in a couple of months and I might be effected. And my comment is that we don't have any bus services in my neighborhood. We used to have it last year, but they cut that. It was only one bus and they cut that. I rely so heavily on Access, what other options, if they do cut that, what other options do I have? I can be contacted at: 206-935-4933. Thank you.

Yes, I'm calling about the restructuring and proposed reduction.

One of the lines that I understand is being considered for a complete cut would be the #47 bus which goes through Capitol Hill via Summit and Bellevue Ave. from downtown on the shuttle.

I have to make this comment, because it is very serious, because it is effecting not only me, but many, many others that who are disabled. I need to get to work and I need to get home from work. I do not have any other options. Cannot afford a taxis and cannot walk up to Broadway or even to the 43. I need it to be continued and I'm going to ask more about who to call and what I should do about this.

We were not given general notification at the bus stops or on the bus. And we would need that to be posted for other riders to become aware. I am afraid most of them are not. I just found out recently that they were going to be cut and this is actually survival to me. I cannot work unless I have job and I cannot go to a job, unless I have this bus service, since I cannot walk.

It is very, very vital that we keep this line operating. The growth of this area is imminence. We are building new apartments and condos on this line. And many many people take this to work and from work.

If you could give me some information.. My name is Linda Papapso. My number is 206-322-7922. Thank you.

Yes, I very much need to use the bus service and I know a lot of other people who do have no other alternatives and it will put them in a dire economic situation. And of course the global warming. If there is any point, if there is any solution to this, if it is not too far gone. We need to address this. We have seen the extreme weather shifts are truly evident. Anyway it is a necessity to many of us and hopefully you guys can do something to avoid it. Thank you very much. My name is Linda Mason, thank you, bye.

Hi I wanted to say something again about Route 154 that you wanted to cut that runs between the Sounder Train station and Boeing on peak hours. The proposed reroutes are not going to help the other people, who do not work at Boeing. There are other people that get off and on the bus inbetween those two stops.

I work at Group Health, but there are others that get off at Interurban. And there is no other bus route at all that stops there. There is no other route that serves there. The alternate route 124 is way to far, that wouldn't work. I have a suggestion and can you keep the 154 and instead of cutting it can you try to find some other cuts to service, such as cutting late night service. Could you cut other routes in the late evening and keep the 154 instead. That's another suggestion. So anyway that is all I wanted to say. Ok, thank you.

Yes, my name is Sally August. My phone number is 206-230-0822. I can't get to any of the meetings, but I would like to find out what is happening. I'm interested, because I take Access quite a bit and I would be lost without it. So whenever you get a chance I would appreciate a call. Thank you.

Hi this is Dorthy Harrell again. I exceeded my minutes last time I called, but I am not speaking just for myself. I live at the Four Freedom House in the Jackson building. Those people over there also need information about these reductions. A lot of us have walkers and wheelchairs. I would like to know where the meetings are being held.

If you could come to the community center that would be helpful. If you could give permission to come to the Four Freedoms House that would be helpful. Us seniors need to know what is going on. That is why I am calling a second time for those of us at Four Freedoms and Jackson and other buildings that we are disabled. We need to know what is going on. Any information that you can give us would be helpful or possible make a trip down to Four Freedoms House and have a meeting with us that would be very helpful. Thank you very much. Bye.

My Lois Staff. Phone number 253-927-4251. I live in the south end of King County. You have cut Access service to my area once already. The proposed changes eliminate it. I'm going to still be paying taxes. I have lived in the area for over 30 years. I require Access service to get to medical appointments. There is no even alternative bus routes proposed. I wonder what you expect me to do? Use an ambulance?

As a government provider of services, why do you think you can do this? What do you expect me to do. I would appreciate some feedback and I would appreciate some suggestions for alternatives. The German method, eliminate people who are incapable? If you can tell I am upset and trying to be polite. Again the phone number is 253-927-4251. Thank you very much.

Hi my name is Patricia R. Taylor and I am a customer with Access disability service. I have a few questions please. If you could have someone call me at 253-941-3517. I would appreciate it if someone called me. Again, my number is 253-941-3517. Thank you.

Hi, Hello this is Sara Luwinishich. I received your letter and I would like to talk to someone please anytime at your convenience. My number is 425-688-8777. Thank you very much and have a good day.

Yes, this is James Lewis. I am the transportation coordinator at South Seattle Community College. I was calling to see if someone could come up to our campus and do a town hall meeting or give a presentation to our cabinet members. Our cabinet members are only about 10 members, sometime in January. My number is area code 206-934-5157.

Also, we are trying to see who the key contact people are that we need to talk to. We would also like to talk to someone about one of the timelines on one of the bus schedules. I would appreciate a call back when you have a chance. 206-934-5157. Thank you.

Hello. This is Dorthy Harrell. My phone number is 206-735-2828. I am want to know what is going on with as far as the reductions go with Metro.

I am on Access at this moment, but they are trying to kick me off. And I am ready to call Jesse to advocate for me. I am not calling just for myself, I am sure there are other people that they are telling to use other transportation that they are kicking off the access. That is the only way I can term it. I am not good on words. I am trying to be patient.

I ride a power chair and I assert today that a friend of mine who has never had any testing done, she has a walker, and she is getting on for the next three years. So what's going on with Access? I feel like maybe you need to have an educator.

I am unclear on where to transfer buses, especially downtown, because downtown is totally unfamiliar with me. I would like some clarification as to what is going on Access. Are they cutting Access completely off, so that all of us that are disabled can't take it? What's going on, please.

You can reach me at 206-735-2828. I have taken the Access for a very long time and that is the only transportation that I am comfortably with. I would appreciate some inputs from the city. Otherwise I am going to have to call Jesse and have him step in to help me.

I think I need to have an advocator. I don't think it is fair that someone that hasn't had any testing and only has a walker can get on for three years. And they are trying to kick me off. I am sure I am not the only one they are trying to kick off, but that is my terminology. Sorry that doesn't sound very good, but that's the way I can term it right now. I would really appreciate some input. If you could give me a call.

This is Roger Pence. I would like to talk to someone about the proposed changes in Metro's route 60 and route 36. If someone could please get back to me at your earliest convenience I would appreciate that very much. My 24/7 phone is 206-718-5465. Again my name is Roger Pence. Thank you. Good-bye.

This Nancy Rasmensin. I live in Burien and I am wondering how I would be effected. My number is 206-327-9819. I am unable to attend the meeting tomorrow. I am not well.

My name is Nathaniel Richardson. I live at 30919 17th Ave. SW. I heard that the bus number 901 is supposed to be no longer running pretty soon and I wonder why you guys are stopping the bus like that.

Right now we don't have no cars. This is our only way getting back and forth to doctors appointments. You guys should at least keep that bus running, because you have a lot of older people live down here that don't have no cars and everything is so far away.

And we don't have any other way of getting back and forth. I would like to know if there is an way you guys could change that and keep the bus running for us. I would appreciate if you guys did. Right now we are in bad shape if you stop the bus running.

I don't know what else to say, but I hope that you guys keep the bus running for us. This is our only transportation for us to and from work and doctors appointments. Please keep the bus running, please. Thank you.

Hello. My name is Sara Luiwinsich. I receive your letter for the metro cut King County. Please give me a call at your convenience. #425-688-8777. Thank you very much and have a good day.

Hi my name is Linda Sesper. I ride a Metro bus. I pay for a bus pass every month at QFC. I ride the bus 74 home from work daily. I need that bus to get me from downtown to Standpoint Way.

<p>I live 219 Cedar Ave. S. Northbend, WA 98045</p> <p>I want to know if I can go to church from 7 to 9o'clock in Issaquah at the senior citizen building. I'm just wondering if that is allowed or not. I don't understand all of this and I need clarification. Thank you. My name is Gene Russo.</p>
<p>I know what it means when it says something from something. Can I go to church in Issaquah at 7 and come home at 9 or 10. I live at 206 Cedar Ave. S. I mean 21...219</p>
<p>I am almost 90 years old. I cannot drive anymore. I have one eye only. My other one is blind. I need this service more than you could ever imagine. I appreciate every single time that I go on it. Every time that I go on it, it makes me so happy that I can get out of the house, go shopping, go to the senior center, visit with my friends.</p> <p>I cannot imagine life without having some way to get around. I live alone. My children are too far away to help me and I don't want to live with anyone else or a senior center. I like living by myself, but I also like to be social with the rest of the world. Please don't take this service away from me. I just beg you to please don't do that. Thank you very much for your letter.</p> <p>My name is Leota Patterson. I live at 35642 41st Ave. S. Auburn, WA. My phone here is 253-838-5671. Thank you very much.</p>
<p>Thank you.</p>
<p>Please do not close Metro Route Bus 901. I want those bus routes to be saved. I am Tep Harp, like the musical instrument.</p> <p>Please call me back at area code 253-529-5820</p> <p>It would be good to hear from you.</p>
<p>Yes this is Rose Vinet. I got your letter on whether you will be able to stay open and if you will be able to keep the Access going or not. I don't know how I would get to the doctors office and this kind of stuff if you closed, so I would appreciate it if you call me. The only way I could get there is if I went to the Kent office, because I live in Federal Way.</p> <p>I don't know how I would be able to get there, so I would appreciate it if you could give me a call at 253-661-0752. I called another number, I don't know what number it was, because they transferred me over. Again this is Rose Vinet at 253-661-0752.</p>
<p>Yes, this is Rose. I got your letter about whether you will be able to stay open or be able to keep on picking up customers and this kind of stuff. I don't know if I could make it. It would be hard for me to make it, because of my back. I would have to the Kent Commons, so the only way I could make is to take the Access bus and it would be Monday night.</p> <p>If you could give me call I would appreciate it. #253-661-0752.</p>

This Donna Hanann  
I live at 3515 SW Oceanview Drive.  
Apt. 102  
Seattle, WA 98146

The only way to respond to me is by writing and I would appreciate that. I wanted to know if my rides to Federal Way returning back to Seattle on Access from 8:30-9:00pm are in jeopardy of being cut. I am also concerned about my rides on Sunday mornings to Kent to Church. I would appreciate you letting me know how those rides are standing and how they will stand. Thank you very much.

This is Donna Hamann.  
3515 SW Oceanview Drive.  
Apt. 102  
Seattle, WA 98146

I would like to know if the rides that I will be taking from Federal Way returning home at 8:30-9:00pm and if the rides that I take to Kent on Sundays to Church will be cut, or are in question of being cut or may possibly be cut or whatever information you can give me about those two rides.

I am concerned thank you, very very much.

Yes, I'm calling in response to the routes that you will be closing. Please keep Route 916 and 914. The 914 and 916 are very much needed in the Downtown Kent area. It supplies transportation to the elderly, to the disabled, and all of the Kent residents love this route. It is very useful. It takes people to their doctors, dentists, grocery stores, every important destination in Downtown Kent it stops at. So it is very, very much in need. Please keep Route 914 and 916, the DART bus also known as the Kent Shopper Shuttle. Thank you.

Hi, my name is Wess Keller and I ride public transit quite often. I just wanted to make a comment. You are buying brand new buses have air conditioning. It only gets hot up here two months out of the year and for years we had buses without air conditioning up here. The money that you are spending on new coaches with air conditioning that could be spent on service. The other thing is the people that metro should take some budget cuts and give back to the community that they work for. That's my opinion.

This is Mrs. Collins, J.C. Collins and I live in Kent, Washington and I was really disturbed when they were talking about cutting out services in certain areas. I live in Kent and I'm in a tri-plex complex. We need the bus service, because there are so many people with wheelchairs and with the walkers, and we just can't get around. Without that service it would be a hardship on us. I was hoping that we would be able to keep this service going. I thank you in advance for listening to me. I hope that they will consider keeping the bus going in our area. Thank you very much.

Yeah I'd like to know when they are going to have, what they are going to do about the service on East Hill of Kent.

Hello I live in the Federal Way Area and I just found out that you are planning to stopping the 901 bus route. I really rely on the 901 to make it to work. I am asking you to please, please keep the 901 bus route. I don't know how I would make it to my job if I didn't have that bus. So please reconsider. Thank you.

Yes, my name is Kathy and I'm calling to leave a message please do not cancel Route 914 and 916. They are the shopper shuttle for the downtown Kent area

I have been taking this bus for over 15 years, ever since it started and it takes me, I don't drive, I have lived in the Kent area for 22 years and it takes me everywhere I need to go.

I am in dire need of the 914 and 916. It goes to all the SHAG, all the elderly ride it and it is a very needed route.

Please do not cancel Route 914 and 916, the Kent Shopper Shuttle Route.

Hi I'm calling about the Bus Route 901. That is the only bus I can take to get me to the transit center. There are no other buses for like a mile, two miles. Although it is really kinda inconvenient anyways, because of the scheduling and the times bus comes. It is still the only bus around here without having to walk miles. So if you could please not get rid of the Route 901. The only bus that me and my seven children take. Bus drivers know me. I can't get any better than that. I don't have a vehicle. I am a single mom trying to raise my seven kids. Thank you.

Hello. I live in the Federal Way area and I have a slight disability and it makes it difficult for me to walk. I just heard that you are going to close the up the Bus Route #901. I am calling to to tell you to please not close the Bus Route #901. That is the only bus that we have around here to go to the transit center and it is a long walk for people like myself that have slight disabilities. I am requesting to please not close up Bus Route #901.

Hi my name is Kathy and my phone number is area code 206-390-3139 and I would like to know about Route 120. I would like to know if it's service is decreased when that would happen, would it be in June? And would it be after Sound Transit is completed, which would be running all the way from the airport to Capital Hill?

I want to give a comment also that during the hours after work when people are returning home on the 120 bus line during the 5 and 6 o'clock hours. There is already maximum capacity on the buses as it is. When they are running every 15 minutes it is completely filled up with people standing up all the way from the front to the back standing in the aisles. Quite often people are not even allowed to get on, because it is already full. Like in the morning going from Ambaum and Delridge out to Seattle Downtown. I have been riding on the 120 route when people were not allowed to get on because it was already full.

So I cannot imagine how the bus would decrease in the frequency that it runs. It is already so full during the rush hours people going to work downtown and coming back from work downtown. I would like to know if for your decision makers to keep running the 120 route frequently like every 15 minutes during those rush hours of commuters going to and from work.

People really rely on it. There are mothers with children everyday and they do not have other means to get out and do their errands and run their lives. I thought that we needed even more. It was so crowded I thought wow, we should have it running every 5-10 minutes.

It is at 15 now and I would just like to comment that I think that we need even more frequent service on it and now that there are going to be cuts I would propose that you do not cut it during the rush hours. The 120 is always full, we always have people standing up on it. I live out on Ambaum and SW 128th St, so those are my observations from my ride from Burien to downtown Seattle.  
Thank you for your attention. Ok, bye-bye.

<p>Yes good morning. My name is Emor Ememorbach</p> <p>I live on Street.</p> <p>I am calling regarding the disconnection or closing of bus 901. I take that bus everyday, so could you please keep it. Do not close this bus, metro bus 901. Thank you so much. Bye.</p>
<p>Good Morning, my name is Joan Simber and I am calling to ask you to please not close the Metro Bus #901. It drives in front of our local church and that is how many people get to our church, so we need to keep that route open. Thank you.</p>
<p>Good morning. My name is J.R. You can call me at area code 206-227-42</p> <p>Happy Holidays and Happy Thanksgiving.</p> <p>I am concerned with the Line #16 that travels from the metro base down south to the pier. I don't know the number of the pier, but anyway. But anyway I would like to know if you guys are changing that Route and if it is concluded in the 107 routes that you are modifying. I would like to have a print out if you may. Please send it to me, because my computer is sick, it's not working right now.</p> <p>Of the 74 routes you are canceling, this is outrageous. You guys need to work and we need to settle this. Anyway if you could send me a copy I would really appreciate it. I can't see, I'm also loosing my vision. Also, If you could also send me a community reunion time or place or what it is supposed to be. You send to check the internet, I have the internet, but the computer is sick, so it can do nothing so if you could send me a brochure telling me when it is my address is:</p> <p>2425 Northwest 57th Street</p> <p>Seattle, WA 98107</p> <p>If you could also send me the paperwork with the access. I have been waiting for two years for this access. Will this effect this also. So let me know, will you please.</p> <p>Also, will you have any volunteers. We need volunteers if people cannot work. Where is the money that went to Sound Transit? You guys need to get together, please. You know you have someone that represents you in the union. The money is available and big money and it's in Sound Transit.</p> <p>Give me a call back when you can. Good-Bye.</p>
<p>Good afternoon. My name is Cher and I work at Labateyah at Youth Home in the Crown Hill neighborhood. We are a transitional living facility that services 18-23 youths who are trying to work to end their homelessness and move off the streets and into permanent housing.</p> <p>I would like you to come to our facility and talk with our youth and explain the cutbacks, because many of these routes that are going to no longer exist do directly effect our youth. More than half of them do not have a driver's licenses or a car or the means to even have an ORCA card.</p> <p>If you could call me back, so that I could schedule a meeting, so that they have a voice in what is going on, my number is 206-781-8303.</p> <p>Again my name is Cher from Labateyah at Youth Home 206-781-8303.</p>
<p>I would like to ask you to please do not close Metro Bus 901. Thank you.</p>

<p>I'm a senior citizen age 76 and I am distressed to learn that you might close the Bus Route 901, which goes down Dashpoint Rd. to the transit center it goes past St. Vincent's Church.</p> <p>Many of us use that route and there is more than one church on that route and I think that it should not be closed and I would suggest that perhaps closing that route could be considered discriminatory against people of different faiths.</p> <p>I strongly recommend to keep 901 running.</p>
<p>Please do not close Metro Bus 901. It serves a good need in Federal Way for people that cannot drive or walk to where they are going. Thank you.</p>
<p>Good afternoon. I'm calling on Sunday November 24th at about 3:15. My name is Jane Corcoran, I am a Federal Way resident. I am calling to ask you to please not close Metro Bus 901. It is a lifeline for many of us to get to work, church, medical appointment and to go grocery shopping. When I was unable to drive I depended on Route 901 and many seniors and people without cars that come to church, my particular church, depend on this route. Thank you so much for taking my comments. Good-bye.</p>
<p>Yeah my name is Donald Plemens. I ride the 901 in the afternoon and stuff. I was just told that you will be cutting off the 901 and there's a lot of people down in this area that depend on that bus and stuff. A lot of people disabled with wheelchairs and that. It's the only bus that comes out here. The 903 doesn't come out here. No other bus comes out here. You already took away the 175 that only goes as far as 1st Ave. I just wanted to let you know that we need that bus and stuff. Or maybe add another route to it or bus to it or whatever. Or extend the 903. Thank you. Bye-Bye.</p>
<p>Hi. My name is Georgia at Corbit. I just wanted to let you know that the loss of line 916 and and the cutting down of 914 would be a severe problem for many, many seniors in Kent. There are seven independent seniors housing units with hundreds of seniors living there, who depend on it for going grocery shopping.</p> <p>I know it's free right now, I don't know whether you even considered adding fare to that unit. You didn't even try to add a fare to that before cutting it and I don't understand that. Most of us would not have a problem to entertaining adding a fare just to keep being able to shop.</p> <p>The loss of transportation will be devastating to most of us. I realize that you will still keep the 914, but sitting an hour waiting to be able to get home will be awful for our health.</p> <p>I hope you reconsider this option. It needs to be thought through a little bit more carefully I think at least consider adding the fares and keeping the routes.</p> <p>Thank you very much. 253-216-3761</p>
<p>Yes, I need the 903. I need the 901. I hear they might cut them, hopefully they don't. God bless you guys.</p>
<p>We cannot afford to have any of the buses cut, especially the access I'm relying on at Moore and Moore, because of my light disability. It is a vital length to transportation. I live in the Renton area. I take the 105, I also take trips to Kent and downtown other places.</p> <p>I really need a regular bus service and we need our shuttles like the 908 and 909. We need the neighborhood buses. We really need the neighborhood buses. And buses that we can deviate, like the DART. The DART shuttles. And it's just a necessary service.</p> <p>Alright I can be reached at 3811 NE. 3rd Court Building J. Apt. 104</p>

<p>This is Betty Lee Lenard. I live at Westford Court.</p> <p>I would appreciate it if you don't cut the bus out, because that is how I get around, and I'm disabled.</p> <p>You can call be back at 253-854-2446.</p>
<p>concern with route 121</p>
<p>Hi this is in response to the possible cuts hopefully. They have been just wonderful. I live in a SHAG place and I chose to live here, just because of the metro, the bus service. It has been just wonderful. We can get out more and just the variety of places up the hill. We will just have to cut our spending to whatever is closest. I wanted to thank you for what you have already given us, but if you can do more I would appreciate it. Thank you very much. My name is Diana Liburano.</p>
<p>Hi. I'm calling regarding the 19th Avenue E. and E. Galer Route, the number 12.</p> <p>Please do not cut that route. It is very essential to me. That's the 12 Route between 19th Ave. and Galer.</p> <p>My name is Marian Gorden and my number 206-322-8502. Thank you.</p>
<p>Yes. My request is that you don't stop running the 916 DART in Kent. Thank you.</p>
<p>Yes, my name is Charlotte Grown. I was calling on behalf of the cuts you are trying to do on the DART bus.</p> <p>I rely on the bus everyday, Monday through Friday, and even on the weekends, sometimes. I really need the bus to get to and from work and to do everything else I have to take care of, my dentist, doctors appointments.</p> <p>Please take this into consideration. My cell number is 253-653-1650.</p> <p>Please leave a message on my voicemail is 206-376-7357. Thanks.</p>
<p>Um, first thought. I don't understand why all the new kiosks, thousands, hundreds of thousands of dollars spent on the new bus stops, the new electronic stuff that goes with them.</p> <p>Thought number two, why aren't car owners of very expensive cars being really charged to have the cars on the road able to commute into like Seattle.</p> <p>Number three, I'm on Queen Anne. I'm just barely able to get to the Number 2 bus, which is a block and half away from me. And I am deeply concerned about the route being cut. I am familiar with taxicab costs having a handicap son on taxi script and they are horrendous. And it's just really, really remarkable to me that like the route number 2 could be cut.</p> <p>Thought, whatever number I'm at, 4. The routes should stay in place and cut back on the amount of time. People going to work can work it out with their bosses, the hospital people and so on, I don't know about that, but what I do know is that I am willing to go every one hour, but I've got to know that I have a bus to get off the hill.</p> <p>I guess that is it for my thoughts, I think that my most major thought is about car drivers who clog the freeways and the roads downtown, who are very rich compared to the countless bus riders like me, who can't afford to own a car.</p> <p>Like lots of the young people in my apartment, the bus is their way to get to work. I don't know, Number five, maybe you can work something out for them. It's a work type bus that runs only for people going</p>

<p>down for instance to First Hill to Harbor View and...</p>
<p>Hi my name is Stefani Tetaff. I live in Redmond and I take the Route 265 to work, to Seattle, every day. Today, I heard that this route might be eliminated in June 2014. I highly object to that and I can tell you that this bus is full every time I take it, doesn't matter what time, in the morning or evening.</p> <p>It is ridiculously that you guys are trying to remove this from the service, because we will then have no way to get to work and this is the easiest and fastest route. And this is just ridiculous and this is not what we pay tax for.</p> <p>Please remove this from the cuts you're making otherwise I don't know what we will have to do, go to public meetings or reach out to local representatives and such.</p>
<p>Hi my name is Jenny Ward and I have been riding King County Community Transit/Sound Transit for 30 years. I do not expect a call back or anything, but I just wanted to leave you a message and say I support public transit. It would be detrimental to business if proposed cuts occurred. I wish you luck with preventing these cuts from happening. Thanks for everything you do. Bye.</p>
<p>Hi My name is Mark Milotia. Please don't cancel Route 901 in Federal Way. Thank you very much. Bye now.</p>
<p>Hi my name is Stella Eoff. I live in Kent Webster Court. It's a SHAG. There's three of them out here down Tri-Court and Webster Court. They're all senior citizens. There is about 100 of us that take the DART bus almost every week. We don't have any other way to get to Safeway or Fred Meyers or any other things, because a lot of us are in walkers or wheelchairs. Me myself have oxygen and I have to take my oxygen with me and Safeway is too far for us to walk.</p> <p>So, the DART bus driver yesterday gave me this piece of paper saying that if your budget is cut and service doesn't work, that you guys are going to cut out the DART buses in Kent.</p> <p>It would be a really inconvenience for over almost 1,000 senior citizens that rely on the DART bus to get to their doctors, community centers, to grocery stores, and stuff like that.</p> <p>So maybe...Are you going to have any community meetings in Kent? So that we can go to and respond to. My name is Stella Eoff. I live in Kent Webster court. My phone number is 206-371-5841. Thank You, Good-Bye.</p>
<p>Yeah, Hi my name is Wendell Bricker. Right not I live in the Spanaway area, but I was contemplating moving back up to King County, so I was looking for a house to buy. Part of the reason is because my parents they do live up in the King County area in a shag apartment there, which by the way in Kent utilizes the services of the buses 914, 916.</p> <p>I would like Metro to know, that this might sound like a little blackmail, if you cancel those routes I will turnaround and look at one other county, either in Pierce or maybe up in Snohomish. And I wouldn't worry about buying a house in King County, because that tells me that even if I buy a house that the taxes I put in, you won't be supplying good services for seniors in the area, that spent so many years paying their taxes for you guys to be able to do what you do. Have a good day. Thank you.</p>
<p>This is Maddie calling to complain about the service over in Central District that you are going to change. All the way that Hell is going from place to place.</p> <p>This is Madison - Central District. Please do not change this Route. Thank you very much. Bye.</p>

Hello. My name is Pamela Wilcox. Phone Number 206-293-0999. I would like to be advised if at all possible about upcoming meetings or anything where I could help in anyway. I don't have computer, I'm sorry, so my telephone voicemail is the best way to leave me a message. And I just want to say I am very sad about the cuts to bus service. It is such a wonderful service. It has been for years. I have lived here since the 70's and it's always been very good. And I feel with traffic congestion and our environment, etc.,etc. It's really, really unfortunate that these cuts are becoming necessary just because of funding. Thank you and today's date is the 14th of November 2013.

I heard there is some time of consideration to drop the 76 bus. I can't even imagine that, because that bus is the morning bus that the business people take. People that still have jobs, the few of us that do. We take that bus from the north end here to downtown Seattle.

And if you take that Route, which really should run all day and it doesn't. It only runs in the morning and parts of the evening. So, then you subject people to taking the 71, which is the slow boat through the horrible, awful University District. And to subject working people to that, that's very bad.

The 76 is completely full to capacity. It goes by the park and rides, two of them, past Roosevelt when you get to Greenlake, there's a park and ride there. It turns the corner before it gets on the Freeway.

To even think of such a thing is unheard of. It is jammed full to capacity. And getting stuck in the U-District at all for a lot of people is a place where they don't want to be. The U-District is jammed up because you have all these foreign students that come in from other countries and of course they don't bring cars with them across from China. So they're all jammed up on these buses.

I don't even ride with anyone that speaks English if I have get on a 71. And it's a nightmare bus. It's just icky, and I can't, it's intolerable. So why you would take a bus that services working people when we have to be at our jobs, not a minute later and then do something like that to us. I don't know who your whipping boys are. I don't even know why you would think to do that.

And then in the evening you wait forever in the tunnel for the 76, if you're lucky to get one. You might even get stuck on a 71 there, but you are just jammed in like a bullet train in Japan where they just jam people in. And these buses leave people, because they are so full to capacity that they leave people.

So you can end up waiting over an hour for bus in that tunnel in a very compromising area in that tunnel with a bunch of people I don't even want to be around. It's pretty awful. I've never seen Seattle like this. It's pretty awful. Anyway you better reconsider. Okay, thank you.

Hi I just called a few minutes ago and left a message about Route 154. I don't know if I remembered to mention that I don't catch it at the Sounder Train Station, because I live in north Des Moines. I catch the regular bus from my house and then transfer. I get off at 52nd and Interurban. That's where I catch the 154 to my office in Group Health. So I am not anywhere near the train station, so I need that Route 154. Like I said it does not have low ridership, it's always packed. There's always a lot of people on the bus, and it should keep going. Okay, thank you, bye.

Hi, I'm calling about the proposed reduction in service for Route 76, which is primarily a commuter bus that takes people to work downtown and then returns them home. And so it doesn't have very many times for the schedule.

And I am not quite clear why the focus is on this Route since it's primarily a commuter bus. It doesn't run throughout the day and it doesn't run into the evening.

When I ride it's full to capacity to the point that it goes by people before we get on the freeway. So I see a need to keep this Route number and the schedule that it is currently following. Please do not cut or reduce the Route 76 bus. Thank you.

Hi I'm calling about the proposed cut to Route 154. It's supposed to be eliminated. I don't agree with that and it doesn't make any sense. It says because it's low ridership. This is the one that travels during peak periods from the Tukwila Sounder Train Station to Boeing Industrial.

It's not low ridership. The bus is packed every morning and every afternoon. There's hardly a place to sit. I don't take the Sounder Train myself. I take the bus from Des Moines and I transfer to Tukwila Park and Ride out in Interurban. I get off at group health on 124th and Interurban.

I don't work at Boeing, so I need this bus. There are no other buses that go close to Group Health on East Marginal Way. The 124 is way out of the way. There is a lot of people on this bus. It doesn't make any sense for the route to be cut because of low ridership, because the buses are always packed. So I am asking you to please reconsider this and not do away with Route 154. Also don't change any of the times either, just keep it the way it is. Okay, thank you. Bye.

Yes. I am calling because all of your brochures refer to the website. Many older citizens who rely on the bus do not have access to computers or do not use computers. And how are they going to get information about the location of commuters immediate.

Hi this David. I am withholding my cell number. I am against these planned cuts that Metro is planning. I think we need a, we need a, new funding to save normal service to metro. This is David calling from Seattle. I hope you get this message.

Sandra Harry 244-3707 area code 206. Please call me about reduced route information.

Yes. Hello. My name is Feri Yate. And I just feel that you should not do anything to the 106, because you are already using it for two different areas. And I feel that it is a strong commuter bus, it could be stretched a little farther to cover more area and be more cost effective. Because you're already using for Renton, Rainier Valley, and Fairwood area. So I feel you should not reduce that bus. My number is area code 206-854-7917. Thank you. Bye.

Hello. I live in the area served by the Route 71 in Seattle. For years I've been communicating with metro about the extremely poor service on the 71, 72, and 73. Frequently these buses are packed to overcrowding to where they have to turn passengers away. Now I read that you are planning to reduce the 71 service to once every hour.

I hope that all metro employees up to and including Kevin Desmond ride the buses everyday instead of communicating to work in their private vehicles. Years ago I attended a community meeting with proposed metro transit planner, Jack Loteman. He talked and talked and talked, he never listening to anything we said. He just talked and talked and talked, ignoring our concerns. So this is not a new problem.

At the same time the State legislator is bending over backwards to giving Boeing a multi-billion dollar tax break where at the same time there's no money for public transit.

A City like Seattle and the surrounding areas is very rich and there is no excuse for this. I think if you have transit cutbacks there's going to be very serious repercussions and Metro is going to be made to answer to this. Just go ahead and ignore it and see what happens.

Hello. My name is Gena Lawnmen. This is regarding the service cuts that have been announced. I would like to request that the 57 and 56, that the 57 not be canceled and the 56 route still maintain the routes that they have now. The buses are often times packed. The freedom to have a bus every 15 min. to 20min. is valuable for all the commuters that come from west Seattle into downtown and from downtown back to west Seattle at the end of the day. So I guess, that's my pitch for keeping the 57 in tact and then also maintaining the current schedule for 56 during the commuter hours. Thanks. Bye.

Questions and comments 206-272-0726, again that is 206-272-0726, thank you.

Hi. I am calling to ask that transit funding be restored in King County. Thank you. Bye-Bye.

Yes, my name is Dean and basically I take the bus on top of the Hill Lake Meridian. I take the 158, 159. I looked on King 5 and I realized they are being both cut. That's just unacceptable to me. That basically means I can't get to work. I have to take other means which is the 157. It's not feasible for me to take that bus.

I need to take the 158 and 159 and you are cutting the only buses that allow me to get to work. That's just unacceptable to me.

We need to find other revenues, other somehow, other ways, to cut back and try to save these and cutting people out of these bus routes. That's just not the way to be. It's just not the way to work in this state.

Give me a call back. Need something from you, need some information to find out what is going on. Give me a call back, my number here is 206-727-5402 at work or cell 253-397-9660. Need some information, need to find out what is going on. Bye.

Hi my name is Rick Mombe. I am calling about your, the services that you are getting ready to cut with Metro Bus Services. I ride you all the time and it is my source of transportation and I am not happy. We have enough crowded, congested buses as it is and you guys are talking about cutting. Ok, my number is area code 206-547-5177

My first name is Sharon Meixsell

Telephone Number is: 206-383-5002

I am requesting specific information on Route 331 and Route 234, because there is a little kinda of confliction in your proposed plan when it is saying that the proposed 331 will end before 7pm and and it tells you to use, it provides Route 234 expect the sheets provides Route 234 and it's saying that the proposed ends at 7pm. So, I am trying to understand if that means that there are no more buses after 7pm from the Aurora Village Transit Center to Kenmore Park and Ride. Please this is important to me, if you could get back to me, my telephone is 206-383-5002. Thank you.

Hi I was just told about nine months ago by a #5 bus driver that the #5 bus was being discontinued in about a year, so now it's about a year. I want to know, well I did get just get some information that it would be continuing but less often in the daytime. Well, now it's only every half hour, isn't it? I want to express my... This is a major line and uh... that goes from north way uptown all the way to downtown and passes a number of transfer points for east/west destinations. I think that the 5 should not be discontinued and should not ever be less than every half hour or more frequently if possible. Ok thank you.

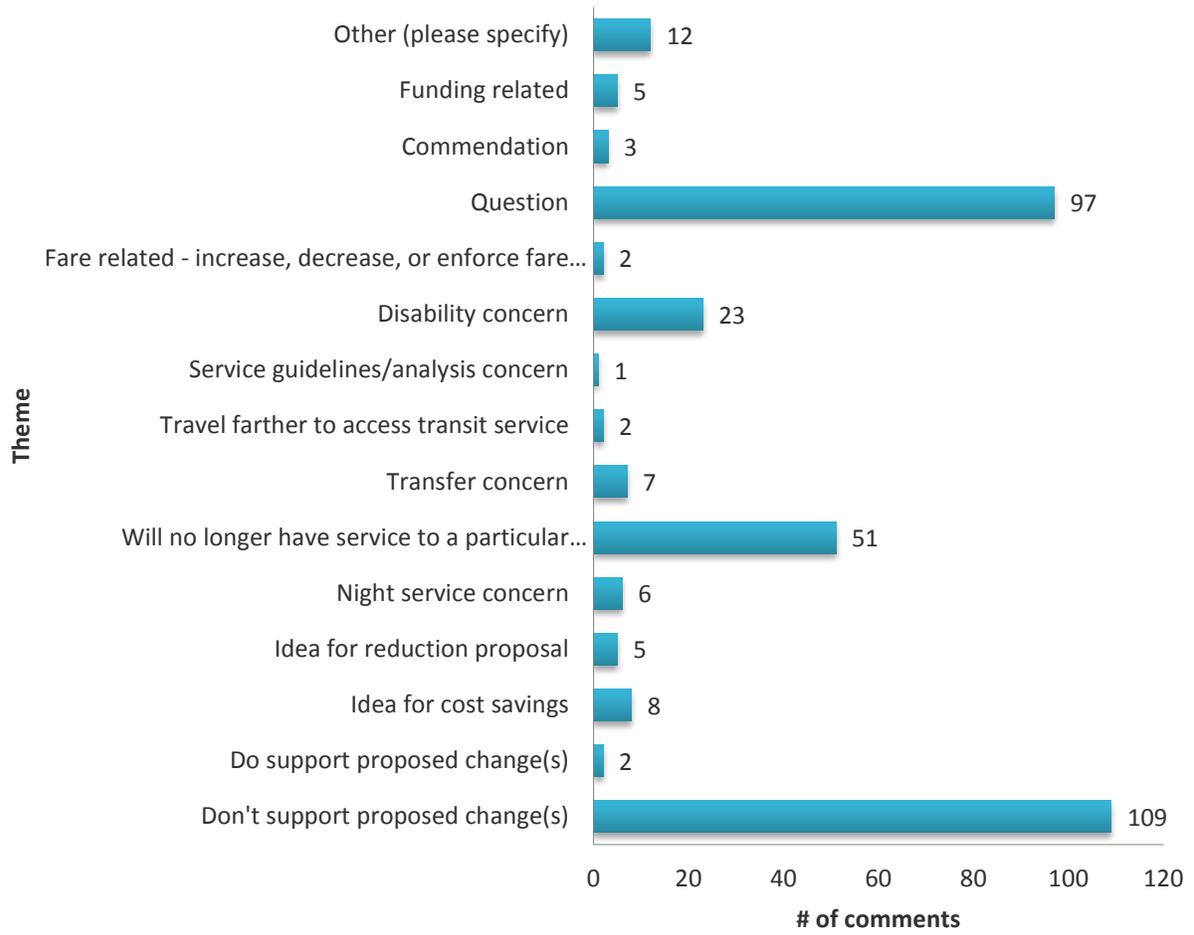
Well I'll do this several different ways. My name is Joanna Cullin and I am sure that I am already on the Metro Matters and all these different email lists. And I have received nothing in the email about this. So how are you going to inform people when we already emailing you and on all these lists? I'll sign up for it again but I've been on it for a very long time. And secondly is this just a rehash of the Number 2 issues? I want to know the numbers behind the number 2 changes if it has any physical impact and I do not believe it has any physical impact.

And 2. Was it being evaluated as a whole route? Which is what I was told repeatedly that it was evaluated as a whole route. This route to Madison takes us to nowhere. We have no direct access and we are one of the heaviest used routes to any of the light rail stations. Even the way they are designing it on Broadway we will not be able to transfer for direct access.

I will email you, but I am wondering if email even works, since I am signed up and I did not receive anything about this. I had to, happen to, well I was looking around at different newsy things. I think this new proposal should have been emailed to Metro Matters people.

206-329-8514  
jfoxcullin@gmail.com

**Comment Themes:**



## **Direct Feedback – Letters**

During the Public Comment period from Nov.7<sup>th</sup>, 2013 to Feb. 7<sup>th</sup>, 2014 **five** letters and **three** petitions were received. In addition, **four** letters were received from the following jurisdictions: City of Bellevue, City of Shoreline, City of Lake Forest Park, and City of Redmond. See the following pages for full letters and petitions.

# Saving Jobs and Improving Service at Seattle Metro

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*This memo is a variation on an assignment given at a local University's Economics' department. It also just happens to provide an amazingly positive approach to resolving Seattle Metro's current budget dilemma. This report shows how Seattle Metro can save jobs, improve service, lower rider fees and dramatically reduce the annual amount of Co2 carbon emissions every year.*

**By: J. Kennedy**

December 12, 2013

The thoughts and ideas expressed in this memo are in no way encouraged by, nor do they represent or reflect the thoughts, ideas or feelings of any member of faculty or any staff of any university in any way shape or form. The thoughts and idea expressed in the paper are the sole creation and instinctual property of the author and no one else.

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Saving Jobs and Improving Service at Seattle Metro

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TO: Metro Transit

FROM: J. Kennedy

DATE: December 12, 2013

SUBJECT: A Proposed \$0.25 per gallon gas tax to save Seattle, Metro Transit

**Purpose**

To evaluate in some degree both the positive and the negative effects of a proposed \$0.25 per gallon gas tax increase as a means by which to raise revenue and reduce carbon emissions in the state of Washington e.g. as a means of improving the Seattle Metro bus system.

**Recommendation**

It is my specific recommendation that you not approve the proposed \$0.25 per gallon tax. It is my recommendation that you suggest more time be given to allow for better outside the box creative thinking to find more equitable economically viable solutions which benefits everyone and does not punish the financially disadvantaged people in this state for being poor which is all that the proposed \$0.25 per gallon tax would accomplish.

**Pros:**

- The \$0.25 per gallon tax would generate approximately \$1,417,401,375 annually
- It would reduce the consumption of gas minimally at best.
- It would reduce the amount of carbon emissions by a very minimal amount.

**Cons:**

- A \$0.25 per gallon gas tax would hurt more people that it helps (see appendix).
- The poorer people of the state would be hurt while the wealthier would feel no impact at all.
- There are significantly better, more equitable solutions available than a \$0.25 per gas tax.
  - a) A carbon tax on new car sales for carbon emitting vehicles (see appendix).
  - b) A carbon tax on used car sales for carbon emitting vehicles (see appendix).
  - c) A carbon tax licensing fee on carbon emitting cars for homes with more than two vehicles per home (see appendix).
  - d) Provide better incentives for people to use mass transit, e.g. increase bus routes, lower rider fees.

A \$0.25/gal gas tax would barely reduce the amount of gasoline consumption in this state if it did so at all. Therefore, the amount of Co<sup>2</sup> carbon emission reduced would be minimal at best. In all likelihood a \$0.25/gal gas tax would accomplish little to nothing in terms of a reduction in Co<sup>2</sup> carbon emissions.

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### Saving Jobs and Improving Service at Seattle Metro

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#### Co<sup>2</sup> Carbon Emissions:

For the most part it is widely accepted that excessive amounts Co<sup>2</sup> carbon emissions do the environment, society and the people living in it more harm than good. It creates more heart attacks, increases asthma attacks along with increasing a number of other negative medical problems in any given society (Washington Post, 2012). Clearly this indicates it would be wise for a society to figure out an equitable means of reducing the amount of Co<sup>2</sup> carbon emissions by society. Youram Bauman a professor at the University of Washington suggests a carbon tax as a revenue-neutral tax. This is accomplished by reducing taxes on items which would be environmentally and economically positive for the society and likewise increasing taxes on environmentally and economically negative items. In his report he proposes a per-gallon gas tax on a variety of different fuels, of which I do not recommend any of these aside from his \$0.32/gallon tax on jet fuel (Baurman, 2010).

In a report by Thomas Sterner, he suggests that if Europe had not increased its per gallon fuel tax, Europe would be using two-thirds more fuel than it currently uses, which is probably true. He goes on to suggest that the United States should follow Europe's lead (Sterner, 2006). This would be a mistake at this time simply because of a major oversight on his part. In his report, Mr. Sterner fails to acknowledge just how significantly superior Europe's mass transit system is compared to the U.S. He also fails to acknowledge how much easier it is for a person in Europe to get by without a car, or specifically the 2.5 cars per household in America (U.S. Department of Commerce, 2013). Suggesting more funding for mass transit would be a very wise use for a revenue neutral carbon tax (see appendix).

I encourage a close examination of the spreadsheets contained in the appendix for a dramatically better, more economically viable solution which creates a win, win scenario for both Seattle Metro and the greater Seattle populous. The proposed plan serves to both dramatically reduce Co<sup>2</sup> carbon emissions by an estimated one million plus tons a year, while at the same time raises more revenues than a \$0.25/gal gas tax would. It also accomplishes this without punishing the financially challenged for being poor. The proposed plan generates approximately 1.8 billion dollars annually which can be used to, save jobs reduce bus rider fees and increase bus routes instead of shutting them down, and in the end, help the people of Seattle live better lives.

**Saving Jobs and Improving Service at Seattle Metro**

**Appendix:**

**Children Under Age 5 Living in Poverty**

Total Children	Total Living Below Poverty	Poverty Rate (%)	Total Children	Total Living Below Poverty	Poverty Rate (%)	Total Children	Total Living Below Poverty	Poverty Rate (Percent)	
Washington	429,736	87,548	20.4%	311,873	32,060	10.3%	117,863	55,488	47.1%

(Source: U.S. Census Bureau, American Community Survey, 2009-2011 Three-Year Estimates)  
 Table B17006: POVERTY STATUS IN THE PAST 12 MONTHS OF RELATED CHILDREN UNDER 18 YEARS BY FAMILY TYPE BY AGE OF RELATED CHILDREN UNDER 18 YEARS

Revenues Generated by \$0.25 Gas Tax Increase									
Gallons Per Tank	Fill-ups per yr.	Avg. Seattle G. Price*	Avg. G. Price o/s Seattle*	Total Cost Seattle	Total Cost o/s Seattle	# of cars per H/H**	Seattle Cost	Cost o/s Seattle	# of homes in WA***
15	52	\$3.89	\$3.04	\$3,034.20	\$2,371.20	2.5	\$7,585.50	\$5,928.00	2,907,490
		\$4.14	\$3.29	\$3,229.20	\$2,566.20		\$8,073.00	\$6,415.50	
<b>Annual Revenues Generated Per Car:</b>				\$195.00	\$195.00		\$487.50	\$487.50	
<b>Total Revenues:</b>									<b>\$1,417,401,375</b>

(Gas Buddy, 2013) (U.S. Department of Commerce, 2013)

Revenues From Carbon Tax on New Cars In Washington State						
Avg. Number of New Car sales U.S.****	States	Avg. # per state	Carbon Tax Per Car	Tax Revenue Generated	Revenues from proposed Gas Tax	Variance
56,115,158	52	1,079,138	\$700	\$755,396,356	\$1,417,401,375	(\$662,005,019)
			\$800	\$863,310,121	\$1,417,401,375	(\$554,091,254)
			\$900	\$971,223,887	\$1,417,401,375	(\$446,177,488)

[http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national\\_transportation\\_statistics/2009/html/table\\_01\\_17.html](http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_statistics/2009/html/table_01_17.html)

**Saving Jobs and Improving Service at Seattle Metro**

<b>Revenues From Carbon Tax on Used Cars In Washington State</b>						
<b>Avg. Number of Used Car sales U.S.****</b>	<b>States</b>	<b>Avg. # per state</b>	<b>Carbon Tax Per Car</b>	<b>Tax Revenue Generated</b>	<b>Revenues from New Car Tax</b>	<b>Total Collected</b>
7,757,895	52	149,190	\$200	\$29,838,057	\$755,396,356	\$785,234,413
			\$300	\$44,757,085	\$863,310,121	\$908,067,206
			\$400	\$59,676,113	\$971,223,887	\$1,030,900,000

\*\*\*\*[http://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national\\_transportation\\_statistics/2009/html/table\\_01\\_17.html](http://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_statistics/2009/html/table_01_17.html)

The numbers used for both new and used car sales are based on the total number of new and used car sales in the United States divided by 52. I am confident given more time to find Washington State's actual car sales numbers they would be significantly higher than what is displayed in these chart averages. Therein, the tax revenues generated would be significantly higher as well.

<b>Annual Carbon Tax at licensing</b>			
<b># of Homes in Washington</b>	<b>Avg. # of cars per home</b>	<b>Annual Carbon fee</b>	<b>Estimated Revenues collected</b>
2,907,490	2.5	\$25	\$181,718,125

<b>Carbon Tax Revenues Compared to \$0.25 Gas Tax</b>	
Revenues Generated by \$0.25 Gas Tax Increase	<b>\$1,417,401,375</b>
Annual Carbon Tax at licensing	\$181,718,125
Revenues From Carbon Tax on Used Cars In Washington State @ \$200	\$785,234,413
Revenues From Carbon Tax on New Cars In Washington State @ \$800	\$863,310,121
<b>Total:</b>	<b>\$1,830,262,659</b>
<b>Variance:</b>	\$412,861,284

(LoopNet, 2013)

<b>Estimated Co<sup>2</sup> Carbon Reduction</b>				
<b># of New car sales in Wash St.</b>	<b>new Car sales Divided by 1/4</b>	<b>Gal. of Gas consumed if Std. Car @ 15 Gal. Tank per week</b>	<b>Gal. of Gas consumed if Hybrid Car @ 15 Gal. Tank once a week</b>	<b>Tons of Carbon reduced @ 20 lbs. of Co<sup>2</sup> carbon per Gal.</b>
1,079,138	269,784	210,431,842	105,215,921	1,052,159

\*\*\*\*[http://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national\\_transportation\\_statistics/2009/html/table\\_01\\_17.html](http://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_statistics/2009/html/table_01_17.html)

(How much fuel can a hybrid car save?, 2013)

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Saving Jobs and Improving Service at Seattle Metro

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January 30, 2014

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201 S Jackson St  
Seattle, WA

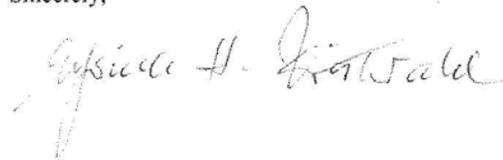
Re.: Possible Change of Bus Line # 2

I am a 75 y.o. senior citizen with damaged knees, living in Tate-Mason, a senior housing located directly across the #2 bus stop on Seneca St. I rely heavily on this bus line for doctor and clinic visits, general errands, shopping, and even entertainment.

To eliminate this bus line, or change its current schedule, would create a significant hardship for the majority of seniors at Tate-Mason and eliminate a very much needed and affordable form of transportation for us. Since most of us live on a very tight budget, we have to rely on bus service not only for necessary medical appointments, but to enjoy a trip downtown, visit the public library, the free exhibitions at the Seattle Museum, or shop at Pike's Market. In fact, if hadn't been for the #2 bus service I could not have enjoyed my daughter's Christmas present, a ticket to Verdi's opera "Rigoletto," at McCaw Hall! I certainly could not have afforded a taxi ride to and from that venue.

As an old lady who had seen and experienced more than her share of difficulties and hardships in her life, I beg you to keep people like me in mind when you decide the future of the #2 bus. We will be very grateful if you remember what this easy and inexpensive form of transportation means to us.

Sincerely,



Jan. 23, 2014

Memo:

We, the neighbors of Upper Rainier Beach wish to have the 'Bus Stop' at 64<sup>th</sup> Ave South and Prentice Street remain. It is at a safe 4-way (all way) stop. It has been there over 50 years. We know the 106 runs regularly on Renton Ave South - so there is bus service.

The stop at 64<sup>th</sup> & Prentice is located so that it would serve a large number of riders (riders)

Jane Ferron - 10404-62<sup>nd</sup> Ave So Prentice  
Valerie Juangsh 10407-63<sup>rd</sup> Ave. So.  
Larry Kent - 10411-63<sup>rd</sup> Ave So  
M. M. M. 10446-64<sup>th</sup> Ave So  
Shirley Murrellson 10446-64<sup>th</sup> Ave. So  
~~10246-62<sup>nd</sup> Ave. So~~  
Virginia Maletta 10440-64<sup>th</sup> Ave So.  
Roger Baldwin 10417 63<sup>rd</sup> Ave S.  
Michael Hill 10412 63<sup>rd</sup> Ave S.  
John Juangsh 10407-63<sup>rd</sup> Ave So  
Fred Stark 10246-Prentice St.



CTCCoalition@gmail.com

Endorsement List

- Bailey-Boushay House
- Café Soleil
- Capitol Hill Community Council
- Central Area Chamber of Commerce
- Central Area Neighborhood District Council
- Chuck's Hop Shop
- Country Doctor Community Health Centers
- East District Council
- East PAC
- Hi Spot Café
- Katy's Corner Cafe
- Horizon House
- Leschi Community Council
- Leschi Market
- Madrona Community Council
- Madrona Grocery Outlet
- Odessa Brown Children's Clinic
- Panorama House Apartments
- Pert's A Deli on Leschi
- Queen Anne Community Council
- Residents of Tate-Mason House
- Seattle Academy of Arts and Sciences
- Seattle Gay News
- SouthEast Effective Development (SEED)
- Therapeutic Health Services
- Tougo Coffee
- Town Hall
- Union Market
- Virginia Mason Medical Center

-Endorsement List  
continues on reverse-

## Central Transit Community Coalition

January 31, 2014

King County Executive Dow Constantine  
Chinook Building  
401 5th Ave Ste 800,  
Seattle, WA 98104

RE: Metro's Package of Cuts and Restructures

Dear King County Executive Constantine,

We are deeply concerned about Metro's proposed plan to address the current shortfall in funding. Each of these listed organizations, institutions and individuals, who have joined together as the Central Transit Community Coalition, will be severely impacted by the cuts and restructuring presented in Metro's package.

The changes Metro proposes are so intertwined there will be no way to unravel the damage that would be done if they are adopted. The center of Seattle, including the Central Area, First Hill, Capitol Hill, and Queen Anne, served in part by the long-established trolley system, is an excellent example of successful, dense transit-dependent development which has grown over time around a stable network of transit service. This network of routes is essential to the functioning of our community. We are willing to sacrifice frequency for the greater good and for the ability to retain the system network.

During this budget shortfall, we believe that a more equitable approach to meeting the budget constraints would be to **retain the existing network of transit service** so no one loses a route they depend on and instead **reduce frequency** (and potentially time of day service). Once funding is secured, frequency and time of day can more easily be returned to current levels using Metro's administrative authority and the system will be whole again.

Please reject Metro's proposal for route restructuring and elimination and request that Metro meet their potential budget constraints by other means such as reducing frequency and time of day service if needed. As voters we need assurance that our bus routes will continue to be there when we are asked to cast our votes for increased taxes. In the future as Metro proposes system improvements, the changes should be handled with a much more thoughtful review and public process rather than allowing a wholesale dismantling of the routes we all depend on to lead our lives and pursue our work, education and service to the community.

Thank you,

**Central Transit Community Coalition**

cc: King County Councilmembers   Seattle Mayor and Councilmembers   **Metro**

- see reverse for continued endorsement list -

RECEIVED  
GEN. MAN. OFFICE

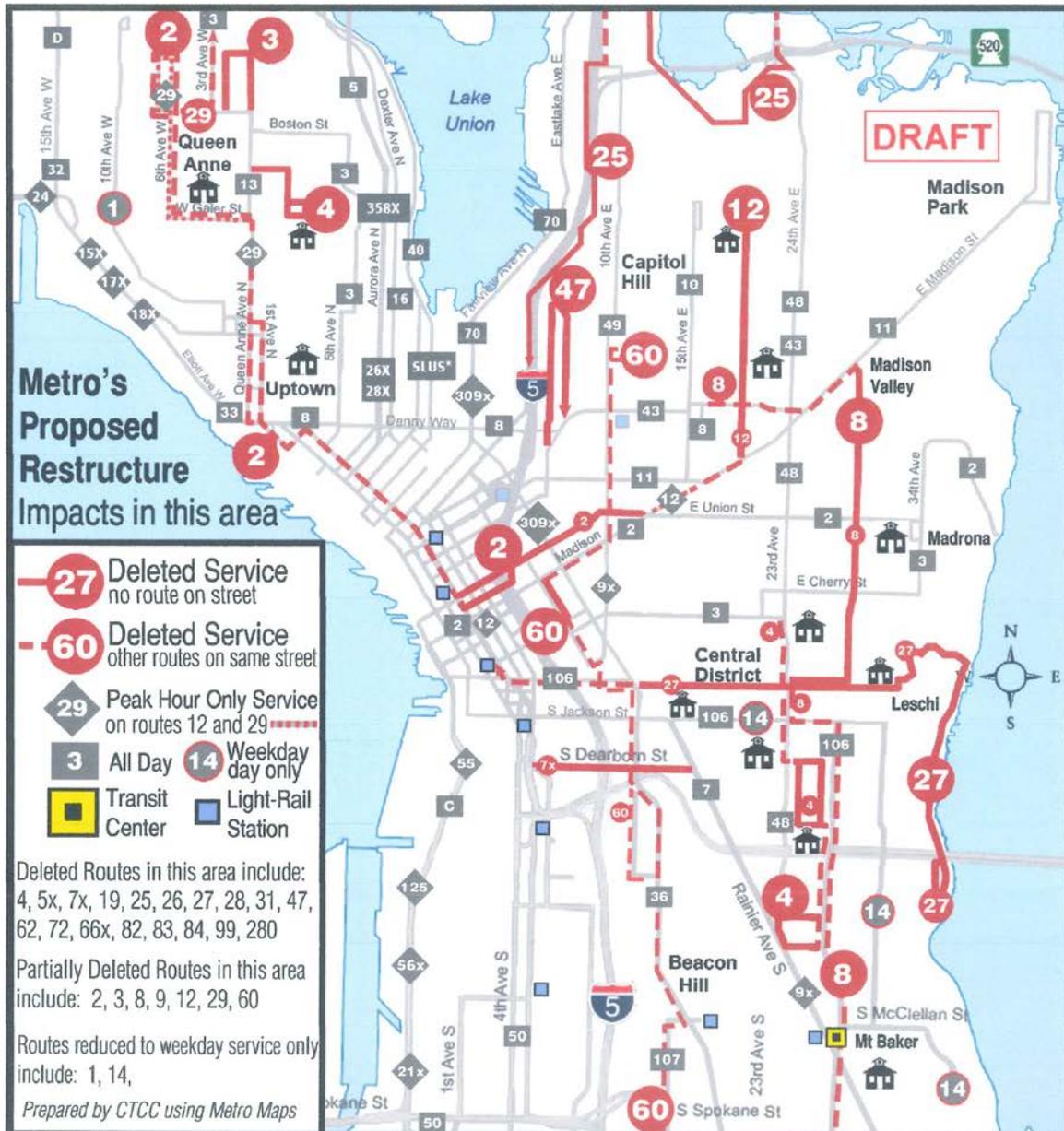
FEB 03 2013

KING CO. METRO  
TRANSIT

**Continued Endorsement List of Central Transit Community Coalition as of 1-31-2014**

John Akamatsu	Chris Diagre	Robert P Huffman	Thomas Pann
Abdelkrim Amine	Mary Pat DiLeva	Robert Ingman	Chrissy Parker
Bill Andersen	Raymond Dillon	William James	Brendan Patrick
Mary Ann Andersen	S Wayne Duncan	Cindy Jatul	Alyssa Penner
Wilson Anderson	Paul Dunn	Eric R Jensen	Cindy Pepler
Jerry Arbes	Gene Duvernoy	Jennifer	Magenta Pierrot
Dickson Ardoin	Dante Driver	Johnson-Fong	Joseph Puggelli
Monica Bailey	Rose Driver	Gloria Johnston	James O Richardson
George Bakan	Shoshana Driver	Addie Marie Jones	Sonja Richter
Cathy Baker	Ingrid Elliott	E Eric Jones	David Rudo
John F Barber	James Erickson	Kathryn T Keller	JoAnne Rudo
Linda D Battles	Rose Etheridge	Steve Kennedy	Harvey Sadis
David Baylon	Ty Etheridge	Chia Ling Khoo	Randi Saeter
Victoria Beach	Buna Faircloth	Angela Kleinsasser	Deb Salls
Randy Beaulieu	Rosanna Fang	Anne Knight	Dan Sanchez
R P Beecher	Jeffrey S. Floor	Brian Knowles	Mike Sander
Nell Beedle	Mary Jo Flynn	Mark Koss	Briia Sandoval
A T Bier	Adlai Fong	Stacey Kryman	Trish Scearce
Jon Blake	Effie Fong	Soung Kum	Carol Schouboe
Kathleen Blake	Jeff Fong	Louis Laffin	Mai Seid
Melanie Boehm	Tarrell	Herman Lanier	Avi Shapiro
Holly Boone	Forest-Parramore	James Lasersohn	Joel Shapiro
Pat Braus	Sofia Foster	Erica Lengacher	Steven Shulman
Andrea Brenneke	Jim Fox	J Levine	Max Shuman
Angela F Brook	Betty Jo Frazier	Robert Sean Liming	Renée Simard
Jim Brown	Alyson Frei	Sierra Logan	Joe Slagel
Julie Burg	Vince Furfaro	John Casey Losh	Carol Staggers
Billy Burton	Alexis Gallegos	Anthony Lucero	Benyam Stephanos
Teri Certain	Mary Gallwey	Gina Luna	Jim Theofelis
Benjamin Chotzen	Angela Gilliam	Rhea Lutton	Stephanie Tschida
Jackie Claessens	Debra Gloria	Duncan Mackey	Janice Tufte
Richard Clark	Estelle Golden	William M Mahoney Jr	Jeffery Tur
Bill Clifford	Paul Gomez	Jeff Matheson	Rachel Tyrrel
Harriet Cody	Raquel Gonzalez	Sarah Mathews	Randolph Urmston
Larry G Connelly	Terry E Goossens	Matt McCormick	Josette Valentino
Brian Connolly	Pat Griffith	Susan McCormick	Susan C VanLeuvan
Michael Connolly	Sandy Haight	Winky McCoy	Lawrence Wade
Jeffrey Cook	Betsy Hale	C Melin	Angela Wald
Nancy Cope	N A Hayes	Susan Minogue	Carolyn Walden
Amanda Crutchley	Barbara Helland	Diane Morris	Dennis Robert Ward
Emma Fox Cullen	Kim Herber	Ryan Morris	Tish Ward
Gevelle Fox Cullen	Anne Herkenrath	Linda Murdock	Raleigh Watts
Joanna Cullen	Adolfo Hernandez	Andrew Murphy	Galen Weld
Betsy Darrah	Ansel Herz	Tiji Murphy	Robert Welch
John Darrah	Katrin Hoffman	Dustin Nelson	DeCharlene Williams
Eliza Davidson	Ryan Hoffman	Erica Nelson-Sheenan	Rodney Williams
Diane Davis	Cory Holloway	Tema Nesoff	Vickie Williams
Elizabeth Davis	Elizabeth Holohan	Paul Niebanck	Lisa Wiseman
Dotty DeCoster	Rudy Horn	David L Norris	Edward Wolcher
Tara B DeCoster	Tom Horn	Kristin O'Donnell	Gordon Wood
Shawntel Deloney	Louise Hotaling	Lawrence M Ockene	Terri Yaffe
Renée Depew	Mary Ellen Hudgins	Elizabeth Ohlson	

**Compilation prepared for purposes of illustrating the network impacts of Metro's Proposed Package of Cuts and Restructures (11-2013) in the Central Transit Community Coalition focus area**



**Notes:** The proposed deletions of the Night Owl Routes 82, 83, 84, and 280 are not mapped, but these should be noted as the loss of late night service will further impact this heavily transit-dependent community.  
 Other impacted routes in this area not illustrated on the map are 5x, 9, 19, 26, 28, 31, 62, 66x and 99.

**CLEVELAND ALUMNI ASSOCIATION**  
P.O. BOX 94004  
Seattle, WA 98124-9404



RECEIVED FEB 06 2014  
KING COUNTY EXECUTIVE OFFICE  
TO: \_\_\_\_\_  
DUE DATE: \_\_\_\_\_  
AUTHOR: \_\_\_\_\_  
SUBJECT: \_\_\_\_\_  
ACTION  
\_\_\_\_\_  
RESPONSE FOR EXEC. SIG.  
\_\_\_\_\_  
RESPONSE FOR EXECUTIVE  
REVIEWED BY \_\_\_\_\_  
\_\_\_\_\_  
RYL

King County Executive,  
Dow Constantine,  
Chinook Building  
401 Fifth Avenue,  
Seattle, WA. 98104

Dear Mr. Constantine:

This letter is being written to you on behalf of the Cleveland High School Alumni Association to vehemently protest the cutting of Metro Transit routes #60 and #107. Cleveland High school offers a technology based educational experience that has become recognized as a highly innovative and successful academic program, within the greater Seattle School District. As such, the program draws its student base from much of Seattle's south end community. If the proposed cuts to these Metro Transit routes, #60 and #107 are allowed to take place, over 40% of Cleveland High School's student population will be seriously and adversely affected.

Most of these students and their families are of limited means and public transit is the only transportation alternative available to them. This innovative program will not survive if a large number of Cleveland High School students are deprived of the means to get to school. Some come from as far as five or more miles away and many do so now with ORCA cards supplied by the Seattle School Board. These route cuts are absolutely untenable and the CHSAA strongly encourages both yourself and the County Council to seek cuts elsewhere and not to routes serving this economically disadvantaged, largely minority population that comprises the Cleveland High School student body.

Most sincerely,



Ben Wakefield,  
President, Cleveland High School Association  
206-275-3687  
BENGAYLLC@msn.com



**RE: Metro Route 16**

Green Lake residents and others are concerned about the lopping off the north end of the #16 route. This the second time in two years that we have had to deal with this issue, the "streamlining" of the route where actually it is cutting off the most important part for northbound passengers!

What about the riders? How about "do no harm?" Or is that limited to the medical profession? Many people use this route to get to medical appointments - NW Hospital Annex, Polyclinic, public health, 5th Ave Professional Bldg, PacMed, medical building at 103rd and 5th NE and Group Health.

Then there are the banks, Bank of America, Chase Bank, Key Bank and the BECU Service Center. There are the two major pedestrian entrances to the Northgate Mall, one on Northgate Way and the other on 5th NE and a lot of shopping near the mall.

How about the many community meetings like Town Halls that occur at the Northgate Community Center?

In February 2014, the new Green Lake Village will open with almost 300 new apartments. That's a lot of prospective riders.

Please, please consider the older and/or impaired riders. Changing this bus route would remove the last vestiges of independence for many people. Do no harm.

Also think about the North Seattle Community College students whose classes are a long way from 92nd Street.

Lynn Burnett   
Resident at the Hearthstone

**PETITION TO CONTINUE SERVICE OF ROUTE 16 AROUND NORTHGATE**

Petition summary and background: Northbound passengers rely on Route 16 for medical appointments, shopping, and banking. Discontinuing this route to Northgate would affect many people.  
 Action Petitioned for: We, the undersigned, are concerned citizens who urge our leaders to act to continue service of Route 16 around Northgate.

PRINTED NAME	SIGNATURE	ADDRESS	COMMENT	DATE
John Paulson	<i>John Paulson</i>	2901 NE Bakerley St, #200		11/22/13
Mala Habbriter	<i>Mala Habbriter</i>	8700 Bothell Way NE		11/22/13
Kathy Huber	<i>Kathy Huber</i>	8026 21st Ave. N.W. Seattle, WA 98117	Please don't change <u>HOV</u> Permit	11/22/13
JOHN A MEYER	<i>John A Meyer</i>	6720 E. Green Lake Way N. Seattle, WA 98103	815	11/22/13
Tung-Pik Bi-Lage	<i>Tung-Pik Bi-Lage</i>	18937 114th Ct Renton, WA 98055	Please keep forward to don't lose the car.	11/23/13
Antonia Gaborflus	<i>Antonia Gaborflus</i>	11843 31st Pl NE 98135	Please keep forward don't stop.	11/23/13

INSEAS DIMULIWE Mt 14009 69th Dr. SE Ulfits 11/27/13  
 SNOHOMISH WA 98296  
 Mary Kovarich Mary Kovarich 7343 12th Ave N.E. 98115 11/23/2013  
 DONALD E. DEIBERT Donald E. Deibert 6720 E GREEN LAKE WAY N 98103 11/23/2013

### PETITION TO CONTINUE SERVICE OF ROUTE 16 AROUND NORTHGATE

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PRINTED NAME	SIGNATURE	ADDRESS	COMMENT	DATE
Maoni Murphy STARRON BERRYMAN	<i>Maoni Murphy</i> <i>Maoni Berryman</i>	6720 E Green Lake Way N 6720 E GREEN LAKE WAY N	<i>needed it!</i> <i>please continue the service on #16</i>	11-24-13 11-24-13
Terisita de Venecia	<i>Terisita de Venecia</i>	6720 Greenlake	Pls continue	11-24-13
Selamawit	<i>Selamawit</i>	6720 Green Lake	Please continue	11-24-13
Menima Ali	<i>Menima Ali</i>	6720 Green lake	Plase continue.	11-24-13
Kyoko Bailey	<i>Kyoko Bailey</i>	6720 Green Lake	please continue	11-24-13

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PRINTED NAME	SIGNATURE	ADDRESS	COMMENT	DATE
ANTONETTE FERNANDEZ	<i>[Signature]</i>	14440 5th Ave NE Redline WA 98122	Confirine	11-24-13
Michael A. Young	<i>[Signature]</i>	2117 N 107th St Seattle 98133	"	11-24-13
Akwelash Aheera	<i>[Signature]</i>	15115 Stone Lane NE Shoreline 98133	"	11/24/13
TERST Zumbpe ANN Thorne	<i>[Signature]</i> <i>[Signature]</i>	13733 45th Ave S WA Tukwila 98168 3016 Oddy Ave #750 Everett, WA 98201	" Keep the service!	11/24/13 11/24/13
<i>[Signature]</i>	<i>[Signature]</i>	13410 Greenwood Ave Seattle WA 98132	Continue	11/24/13
Endalech	<i>[Signature]</i>	SEATTLE 11256 8th Ave NE	Please keep	11/24/13
Sudipa Sharma	<i>[Signature]</i>	Seattle, WA 98125	the service	11/24/13

## PETITION TO CONTINUE SERVICE OF ROUTE 16 AROUND NORTHGATE

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Action Petitioned for:	We, the undersigned, are concerned citizens who urge our leaders to act to continue service of Route 16 around Northgate.

PRINTED NAME	SIGNATURE	ADDRESS	COMMENT	DATE
ANN ANDERSON	<i>Ann E. Anderson</i>	6720 E Green Lake Way N Seattle	Don't cut off the north end of this route	11-22-13
LISA KERKNER	<i>Lisa Kerner</i>	---	---	11-23-13
Marthana Weber	<i>Marthana Weber</i>	---	As the north end of the Northgate route	11/23-13
KATHERINE ROSELL	<i>Katherine Rosell</i>	---	The North end of the route takes us to Northgate + Medical - shopping area	11/23/13
Steve Rinn	<i>Steve Rinn</i>	4715 54 <sup>th</sup> Ave S Seattle		11/23/13
TRICIA WHITE	<i>Tricia White</i>	7201 NE 6 <sup>th</sup> AVE #212 SEATTLE, WA 98115		11/24/13

*Hannah Lampin Flannery*     *Stampin*     *16506 Linden Ave. N*  
*Shoreline WA 98133*

*This is a "vital" bus route to many pple. Please keep!*

*11-24-13*

### PETITION TO CONTINUE SERVICE OF ROUTE 16 AROUND NORTHGATE

Petition summary and background: Northbound passengers rely on Route 16 for medical appointments, shopping, and banking. Discontinuing this route to Northgate would affect many people.

Action Petitioned for: We, the undersigned, are concerned citizens who urge our leaders to act to continue service of Route 16 around Northgate.

PRINTED NAME	SIGNATURE	ADDRESS	COMMENT	DATE
R. H. Goodwin		6700 E. GREEN LANE CITY OF SEATTLE WA 98102 509-525-9466	CONTINUE SERVICE AS IT IS NOW	11/29/13
Gonzalo Garcera		*	PLEASE CONTINUE	11-29-13
Hernant Dorada.	HM Dorada	345 NW 90th St Seattle . 98117	PLEASE CONTINUE	11.24.13.
MARYLOU Ludew Kuttles	Mary Lou Kuttles	1730 E. Duwamish Seattle 98102	Please continue Route 16 as it is	11/29/13
Julie Tomita	Julie Tomita	12314 32nd Ave NE Seattle 98125		11/29/13
Dick Ellison	Dick & Ellison	4700 EAST GREENLEAF WOL NORTH 98103	We need this to go to Northgate Medical & Parkman	11/29/13



January 7, 2014

Bellevue City Council  
450 110<sup>th</sup> Avenue NE  
P.O. Box 90012  
Bellevue, WA 98009

Bellevue College Associated Student Government

Honorable Councilmembers,

The changes proposed by King County Metro in response to lack of state funding will have a large impact on our student body. Specifically, the reroute of the 245 and 271, which would send the buses around the campus as opposed to its current route down through the heart of campus. The stop that would be cut picks up and drops off 1500+ rides a day. The 245 and 271 represent 55% of our transit riders and 17% of our entire student body. With ongoing work to promote alternative transportation, we have seen a rise in transit ridership, and as a result the college has seen a 4% drop in greenhouse gas emissions. The reroute diminishes the incentive for our students to use alternative transportation.

The stops that would be available for the students to use presents a safety issue both for the riders and drivers on 148<sup>th</sup>. The students would have to cross the street at 148<sup>th</sup>, creating unneeded foot traffic along a busy street. Buses dropping and picking up over 1500 rides a day would also add to the congestion. The distance to the campus is also an issue for safety and accessibility. At night the walk is dark and does not feel safe for most of our students. These changes impact equitable access to campus as the distance needed to be walked would make the campus difficult to access for some students with disabilities.

The current stop is on campus and features a heated shelter with bus arrival screens and a bike repair station. This creates an environment that promotes using buses as they have proven to make our campus accessible.

The City of Bellevue Transit Master Plan looks to provide efficient, abundant access across our region. Bellevue College has a strong relationship with the City of Bellevue and our campus is an important partner in building a sustainable city and future. Please support continued direct service to our campus.

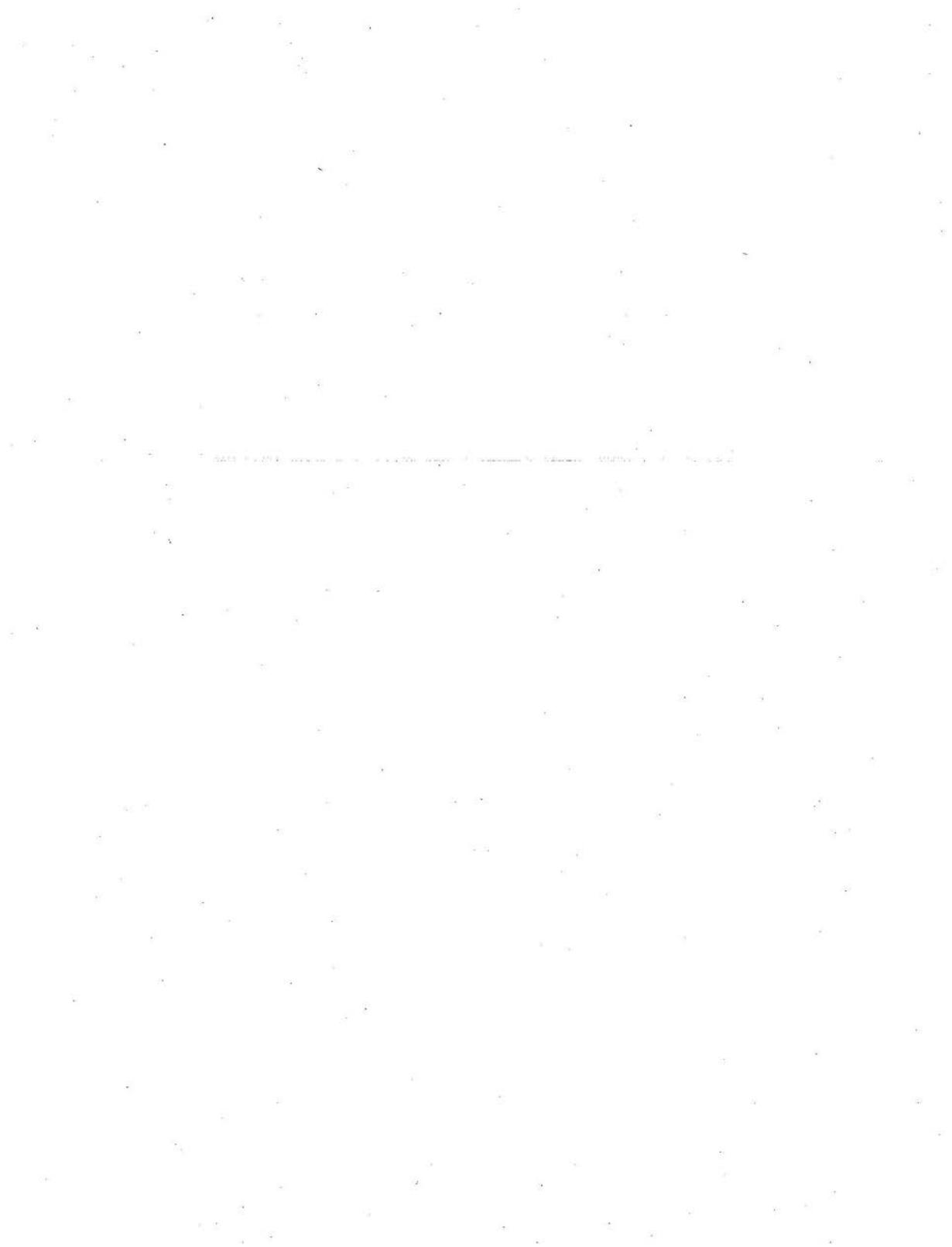
Thank you,

Bellevue College ASG

Andrew Thomas  
  
Amelaty Talebi

Andy Rossler

Kazuki Yonebayashi  
米林 和希





Bellevue College Associated Student Government  
3000 Landerholm Circle SE  
Bellevue, WA 98007

We, the undersigned, as students of Bellevue College, are in protest to the changes proposed to the 245 and 271 bus routes in regards to their reroute around Bellevue College. The stop which has been proposed to be cut services 1500 rides per day, and these two routes are essential to 55% of our bus riders and 17% of our student body. We support The City of Bellevue Transit Master Plan to maintain abundant, direct access to Bellevue College. Please do not reroute the 245 and 271.

Signature	Full Name	Address City	Date
<i>Melody Salcedo</i>	Melody Salcedo	Mercer Island	1/6/14
<i>米林 和希</i>	Kazuki Yonebayashi	Bellevue, WA	1/6/2014
<i>Alexander Clark</i>	Alexander Clark	Kirkland, WA	1/6/2014
<i>Denise Mayo</i>	Denise Mayo	SeaTac, WA	1/6/2014
<i>Zawdie S. Terry</i>	Zawdie S. Terry	Seattle, WA	1/6/2014
<i>Miranda Tamnkang</i>	Miranda Tamnkang	Kent, WA	1/6/2014
<i>Komalpreet Kaur Sahota</i>	Komalpreet Kaur Sahota	Kent, WA	1/6/2014
<i>Elvira Nopis</i>	Elvira Nopis	Kirkland	1/6/2014
<i>Manjot Sandhu</i>	Manjot Sandhu	Kent, WA	1/6/2014
<i>Justin Puskal</i>	Justin Puskal	Redmond, WA	1/7/14
<i>Natasha Winoy</i>	Natasha Winoy	Bellevue, WA	1/7/14
<i>Katerina Borodina</i>	Katerina Borodina	Kirkland, WA	1/7/14
<i>Jerome Vaughn</i>	Jerome Vaughn	Seattle, WA	1/7/14
<i>Ching Young</i>	Ching Young	Bellevue, WA	Jan 7 2014
<i>Yu-Jou Chen</i>	Yu-Jou Chen	Seattle, WA	1/8/14
<i>YA WEN SHIH</i>	YA WEN SHIH	Bellevue, WA	1/7/14
<i>Emily A. Mebac</i>	Emily A. Mebac	Issaquah/Bellevue	1/9/14
<i>Daniel Castillo</i>	Daniel Castillo	Issaquah	1/7/14
<i>Velka Wong</i>	Velka Wong	Bellevue, WA	1/7/14
<i>Baba Kofi Weusijana</i>	Baba Kofi Weusijana	Seattle WA	1/7/14
<i>Brian Lin</i>	Brian Lin	Bellevue, WA	1/7/14
<i>Suri Huang</i>	Suri Huang	Renton, WA	1/7/14
<i>Li Siu Will</i>	Li Siu Will	Bellevue, WA	1/7/14
<i>Alyssa Brown</i>	Alyssa Brown	Bellevue, WA	1/7/14
<i>Brian Littlell</i>	Brian Littlell	Bellevue, WA	1/7/14
<i>Steve Ferreira</i>	Steve Ferreira	Renton, WA	1/7/14
<i>Sahra Mohamed</i>	Sahra	Seattle	1/7/14
<i>Emperatriz Juilla</i>	Emperatriz Juilla	Bellevue	1/7/2014
<i>Keli Dean</i>	Keli Dean	Redmond	1-7-13



Bellevue College Associated Student Government  
3000 Landerholm Circle SE  
Bellevue, WA 98007

Signature	Full Name	Address City	Date
<i>Zihuang Bai</i>	Zihuang Bai	Bellevue	01-07-2014
<i>Fadrian Hortono</i>	Fadrian Hortono	Redmond	01-07-2014
<i>Natalie Revoller</i>	Natalie Revoller	Edmonds	1/7/2014
<i>Anthony Klobas</i>	Anthony Klobas	Seattle	1/7/2014
<i>Luke Cary</i>	Luke Cary	Seattle	1/7/14
<i>Robin Bridges</i>	Robin Bridges	Lynnwood	1/7/14
<i>Priyame Ndaya</i>	Priyame Ndaya	Seattle	1/7/14
<i>Tai Yang</i>	Tai Yang	Sammamish	1/7/14
<i>Mina Mujkanovic</i>	Mina Mujkanovic	Redmond	1/7/14
<i>Katie Attamanchul</i>	Katie Attamanchul	Redmond	1/7/14
<i>Bisrat Mengesha</i>	Bisrat Mengesha	Renton	1/7/14
<i>Ahmed Abdullahi</i>	Ahmed Abdullahi	Bellevue	1/7/14
<i>Tiana Gonzales</i>	Tiana Gonzales	Bellevue	1/7/14
<i>Don Hrad</i>	Don Hrad	Bellevue	1/7/2014
<i>KUONG QUACH</i>	KUONG QUACH	BELLEVUE	1-8-14
<i>Earl Petersen</i>	Earl Petersen	Kirkland	1-8-14
<i>Nick Barkowski</i>	Nick Barkowski	Issaquah	1/8/14
<i>Michael Stewart</i>	Michael Stewart	Seattle	1-8-2014
<i>NOUYEN</i>	NOUYEN	Bellevue	1-8-2014
<i>Mark Rgentan</i>	Mark Rgentan	Redmond	1-8-2014
<i>Chris Edwards</i>	Chris Edwards	Redmond	1-8-2014
<i>Marissa Meyer</i>	Marissa Meyer	Issaquah	1-8-2014
<i>Kekoa Pereira</i>	Kekoa Pereira	Kent	1-8-2014
<i>vicky samantha</i>	vicky samantha	Bellevue	1-8-2014
<i>Daniel Turner</i>	Daniel Turner	Renton	1-9-2014
<i>Brandon Hartshorn</i>	Brandon Hartshorn	Renton	1-9-2014
<i>Priya Narayanan</i>	Priya Narayanan	Redmond	1/9/2014
<i>Tiffann Nguyen</i>	Tiffann Nguyen	Bellevue	1/9/2014
<i>Daniel Moberg</i>	Daniel Moberg	Bellevue	1/9/2014
<i>KANSU KASSEN</i>	KANSU KASSEN	Bellevue	1/9/2014
<i>Tordan Jordan</i>	Tordan Jordan	Bellevue	1/9/2014
<i>cinanel Meverett</i>	cinanel Meverett	Bellevue	1/9/14
<i>Mania Jmerez</i>	Mania Jmerez	Bellevue	1/9/14

*Mania Jmerez*

*1/9/14*



Bellevue College Associated Student Government  
3000 Landerholm Circle SE  
Bellevue, WA 98007

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Signature	Full Name	Address	City	Date
<del>Handwritten signature</del>	<del>JEANY</del>	<del>2210 132nd Ave SE #337</del>	<del>Bellevue</del>	<del>January 9th 14</del>
Yukimi Mizuno	Yukimi Mizuno	1519 145th Pl SE	Bellevue	1/9/2014
An Nguyen	AN H. NGUYEN	Bellevue	Bellevue	1-9-2014
Laura Shinaw	Laura Shinaw	Renton	Renton	1/9/14
William Magruder	William Magruder	Bellevue	Bellevue	1/9/2014
Riley Merik	Riley Merik	Redmond	Redmond	1/9/14
Tiled Flavell	Tiled Flavell	Clyde Hill	Clyde Hill	1/9/14
<del>Charlotte Merrill</del>	<del>Charlotte Merrill</del>			
Emily Merrill	Emily Merrill	16714 NE 101st PL	Bellevue	1/9/14
Tekhnina P. D. M. S. S. S.	Tekhnina P. D. M. S. S. S.	14260 Lake Hillis Blvd	Bellevue	1/9/14 ← Bellevue
Chitaku Mumba	Chitaku Mumba	Bellevue	Bellevue	1/9/14
Harrison Devine	Harrison Devine	Bellevue	Bellevue	1/9/14
Dongshin Guak	Dongshin Guak	Bellevue	Bellevue	1/9/14
William Morris	William Morris	Kirkland	Kirkland	1/9/14
Tatiana Juckert	Tatiana Juckert	Redmond	Redmond	1/9/14
Brendan O'Brien	Brendan O'Brien	Redmond	Redmond	1.9.14
Lina Marguiz	Lina Marguiz	Seattle	Seattle	1.9.14
Alejandro Alfaro	Alejandro Alfaro	Renton	Renton	1.9.14
Josip Schulte	Josip Schulte	Redmond	Redmond	1.9.14
Destany Whitney	Destany Whitney	Redmond	Redmond	1.9.14
James Taylor	James Taylor	Bellevue	Bellevue	1/9/14
Martina Saracina	Martina Saracina	13917 NE 4th St #13	Bellevue	1/9/2014
Drew Birch	Drew Birch	Bellevue	Bellevue	1/9/2014
Joshua Brown	Joshua Brown	Renton	Renton	1/9/2014
Alyson Reading	Alyson Reading	Kirkland	Kirkland	1/9/14
Elyse Sedore-Mallin	Elyse Sedore-Mallin	Redmond	Redmond	1/9/14
Christina Jacobs	Christina Jacobs	17050 Northway	Bellevue	1/9/14
Tiffany Dao	Tiffany Dao	Kirkland	Kirkland	1/9/14
Nick Puler	Nick Puler	Bellevue	Bellevue	1/9/14
Olivia Budianto	Olivia Budianto	Redmond	Redmond	1/9/14



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Signature	Full Name	Address City	Date
<i>William Davis</i>	William Davis	Bellevue	1/9/2014
<i>Paul Cluett</i>	Paul Cluett	Mercer Island	1/9/2014
<i>Kevin Ha</i>	Kevin Ha	Bellevue	1/9/2014
<i>Kylie Ower</i>	Kylie Ower	Sammamish	1/9/2014
<i>Samuel Alad</i>	Samuel Alad	Redmond	1/9/2014
<i>Parm Kaur</i>	Parm Kaur	Kirkland	1/9/2014
<i>Kaelin Wickham</i>	Kaelin Wickham	Sammamish	1/9/2014
<i>Justin Cloud</i>	Justin Cloud	Bellevue, factoria	1/9/2014
<i>Mrn Ji Wso</i>	Mrn Ji Wso	Bellevue	1/10/2014
<i>Kelvin Leung</i>	Kelvin Leung	Bellevue	1/9/14
<i>Hevel Fernandez</i>	Hevel Fernandez	Bellevue	1/9/14
<i>Rajiv Raina</i>	Rajiv Raina	Bellevue	1/9/14
<i>Cynthia Tang</i>	Cynthia Tang	Bellevue	1/9/14
<i>Alar Farag</i>	Alar Farag	Bellevue	1/9/14
<i>Audrey Adorno</i>	Audrey Adorno	Bellevue	1/9/14
<i>MARIELE FRANK</i>	MARIELE FRANK	Bellevue	1/9/14
<i>Saron Tessera</i>	Saron Tessera	Bellevue	1/9/14
<i>Troy Woolfolk</i>	Troy Woolfolk	Renton	1/9/14
<i>Emily Lin</i>	Emily Lin	Sammamish	1/9/14
<i>Brandon Gah</i>	Brandon Gah	Issaquah	1/9/14
<i>Kara Bruce</i>	Kara Bruce	Bellevue	1/9/14
<i>Ackron Chang</i>	Ackron Chang	Mercer Island	1/9/14
<i>Gillian Peterson</i>	Gillian Peterson	Burien	1/9/14
<i>Andrew Nelson</i>	Andrew Nelson	Sammamish	1/9/14
<i>JOY HOANG</i>	JOY HOANG	Bellevue	1-09-14
<i>Sam Gruschitz</i>	Sam Gruschitz	Wardville	1-9-14
<i>Marcy Hering</i>	Marcy Hering	Redmond	1-9-14
<i>Salma Abraham</i>	Salma Abraham	Bellevue	1-9-14
<i>Salma Abraham</i>	Salma Abraham	Renton	1/9/14



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Signature	Full Name	Address - City	Date
<i>Ashley Murre</i>	Ashley Sue Murre	10610 NE 9th Pl	1/9/14
<i>Lion Vu</i>	Lion Vu	1719 14th Pl SE	1/9/14
<i>Aida G. G. G. G.</i>	Aida G. G. G. G.	Bellevue	1/9/14
<i>Zhuofeng Tan</i>	Zhuofeng Tan	Seattle	1/9/14
<i>Hou In. Si Tou</i>	Hou In. Si Tou	Bellevue	1/9/14
<i>Sui Wing Howard Kuch</i>	Sui Wing Howard Kuch	Bellevue	1/9/14
<i>FRANNE BUJANDA</i>	FRANNE BUJANDA	Redmond	1/9/14
<i>Bradley W. Burt</i>	Bradley W. Burt	Renton	1/9/14
<i>Gurkamalpreet Sahota</i>	Gurkamalpreet Sahota	Kent	1/9/14
<i>Jeffrey David DeKor</i>	Jeffrey David DeKor	Seattle	1/9/14
<i>Ethan Seigal</i>	Ethan Seigal	Kent	1/9/14
<i>Thy Pham</i>	Thy Pham	Bellevue	1/9/14
<i>Nilva Paraj</i>	Nilva Paraj	Kirkland	1/9/14
<i>Rebecca Song</i>	Rebecca Song	Bellevue	1/9/14
<i>Eri Kono</i>	Eri Kono	Bellevue	1/9/14
<i>Erina Veda</i>	Erina Veda	Bellevue	1/9/14
<i>Valerie Rowdemon</i>	Valerie Rowdemon	Bellevue	1/9/14
<i>Damien Gorman</i>	Damien Gorman	Renton	1/9/14
<i>Gilbert Voescink</i>	Gilbert Voescink	Bellevue	1/9/14
<i>Xin Zhou</i>	Xin Zhou	Redmond	1/9/14
<i>Xinying Li</i>	Xinying Li	Seattle	1/9/14
<i>Jenna Loutsis</i>	Jenna Loutsis	Bothell	1/9/14
<i>SHARON MENCIES</i>	SHARON MENCIES	Bellevue	1/9/14
<i>Marisa Chicheaux</i>	Marisa Chicheaux	Renton	1/9/14
<i>Amanda Hillis</i>	Amanda Hillis	Kirkland	1/9/14
<i>Sarah Blechner</i>	Sarah Blechner	Redmond	1/9/14
<i>Sam Johnson</i>	Sam Johnson	Sammamish	1/9/14
<i>Farhad Parsa</i>	Farhad Parsa	Redmond	1/9/14
<i>Fili Pstul</i>	Fili Pstul	Newcastle	1/9/14
<i>DEVIN BLUE</i>	DEVIN BLUE	SEATTLE	1/9/14



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Signature	Full Name	Address - City	Date
	Manar Sakala	Bellevue	1/9/14
	Mering Hwang	Bellevue	1/9/14
	Zach Swanson	Bellevue	1/9/14
	Evan Tilk	Bellevue	1/9/14
	Mirabel Njeru	Bellevue	1/9/14
	Tsai-Han Chen	Bellevue	1/9/14
	Chihana Sato	Bellevue	1/9/14
	Kaylynn Naclims	Seattle	1/9/14
	Kayli's E. Hese	Bellevue	1/9/14
	Tanya Gonzalez	Kirkland	1-9-14
	Sura Alani	Bellevue	1-9-14
	Natalia Collins	Redmond	1-9-14
	Megan Webster	Redmond	1-9-14
	Brandon Briggman	Bellevue	1-9-14
	Leo S	Bellevue	1-9-14
	Hironaka Nakasugi	Bellevue	1-9-14
	Braden Wade Thompson	Bellevue	1-9-14
	Havpreet Kaur	Bellevue	1-10-14
	Sumdeep Singh	Bellevue	1-10-14
	Navdeep Singh	Bellevue	1-10-14
	Arch Kaur	Redmond	1/10/14
	Pratik Kumar	Redmond	1/10/14
	Zehava Abramova	Bellevue	1/10/14
	Shawn Jofri	Redmond	1-10-14
	JANN B	Kirk	1-10-14
	JEN TOWNSEND	Seattle	1-10-14
	Hadan Hassan	Seattle	1-10-14
	Andrew Ralston	Bellevue	1-10-14
	Michaphon Chamsakorn	Seattle	1-10-14
	Thao Pham	Bellevue	1/10/14



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Signature	Full Name	Address <del>Seattle, WA</del>	Date
	Yu-Chuan Chen	<del>11th Ave NE</del>	1/9/14
	Yao-Hsien Wong	411th Ave NE	
	Ya-Chun Chuang	Seattle WA	1/9/14
	Hui-Rong Lee	Renton	1/9/14
	Khoa Nguyen	Renton	1/9/14
	Sang-Jin Lee	Bellevue	1/9/14
	Su Ji Kim	Bellevue	1/9/14
	Angela Karen	Bellevue	1/9/14
	Sunghoon Kim	Bellevue	1/9/14
	Sai Guo	Bellevue	1/9/14
	Yagi Wang	Bellevue	1/9/14
	Yukuan He	Bellevue	1/9/14
	Takuto Nakamura	Bellevue	1/9/14
	Riky Go	Bellevue	1/9/14
	Shinpei Ono	Bellevue	1/9/14
	Yuhio Kato	Bellevue	1/9/14
	Pi-Shu Chang	Bellevue	1/9/14
	Afroma Lee	Bellevue	1/9/14
	Nathan Tapanisi	Kirkland	1/9/14
	Carra Santos	Seattle	
	Debash Das	Bellevue	1/9/14
	Erick Ngo	Bellevue	1/10/14
	Kierra Stowers	Kent	1/10/14
	Adarshewa Palmer	Renton	1/10/14
	Joel Allen	Seattle	1/10/14
	Natalie	Bellevue	1/10/14
	Fung	Bellevue	1/10/14
	Liu	Bellevue	1/10/14
	Enoch	Bellevue	1/10/14
	King Tim	Bellevue	1/10/14



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Signature	Full Name	City	Date
<i>[Signature]</i>	Ryong Pham	Renton, WA	1/10/2014
<i>[Signature]</i>	Miho Sato	Bellevue, WA	1/10/2014
<i>[Signature]</i>	Kyoko Yashikawa	Kirkland, WA	1/10/2014
<i>[Signature]</i>	Ahmed Pirbhai	Bellevue, WA	1/10/2014
Hassan Khan	Muhammad Khan	Bellevue, WA	1/10/14
<i>[Signature]</i>	Adil Maulin	Seattle, WA	1/10/14
Muhammad H.			
<i>[Signature]</i>	Muhammad H	Redmond, WA	1/10/14
Safallah	Safallah Asha F	Snoqualmie, WA	1/10/14
<i>[Signature]</i>	Zakira Ali	Bellevue	1/10/14
<i>[Signature]</i>	Ravneet Sandhu	Renton WA	1/10/14
<i>[Signature]</i>	<i>[Signature]</i>	Issaquah WA	1/10/14
<i>[Signature]</i>	Riku Mukai	Bellevue, WA	1/10/14
<i>[Signature]</i>	Satoko Yamamoto	Newcastle, WA	1/10/14
<i>[Signature]</i>	Andrew	Bellevue, WA	1/10/14
<i>[Signature]</i>	Taylor Anderson	Seattle, WA	1/10/14
<i>[Signature]</i>	EDDY TSHIBANGU	Bellevue, WA	1/10/14
<i>[Signature]</i>	Stonelo Chu	Renton, WA	1/10/14
<i>[Signature]</i>	Tu chun chu	Bellevue	1/10/14
Chih-wei Lin.	Chih-wei Lin.	Bellevue	1/10/14
Jintao Zhu	Jintao Zhu	Bellevue	1/10/14
<i>[Signature]</i>	Nhi Pham	Renton	1/10/14
<i>[Signature]</i>	Fahad Alharbi	Bellevue	1/10/14
<i>[Signature]</i>	Michael Reese	Seattle	1/10/14
<i>[Signature]</i>	Robert Kozarski	Bellevue	1/10/14
<i>[Signature]</i>	Mark Halinin	Bellevue	1/10/14
<i>[Signature]</i>	Junji Nakafusa	Bellevue	1/10/14
<i>[Signature]</i>	Ngoc Doan	Bellevue	1/10/14
Ben Romatka	Ben Romatka	Bellevue	1/10/14
Shion Ura	Shion Ura	Bellevue	1/10/14



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City

Signature	Full Name	Address City	Date
[Signature]	Jessie [unclear]	21642 5126 3rd	1/13/14
[Signature]	Amelia Prussing	405 150th PL NE 98007	1/13/14
[Signature]	Chris Athanasi	1533 NE 143rd Seattle	1/13/14
[Signature]	Tamaki Sugimoto	Factora	1/13/14
[Signature]	Kanya Shinton	1827 1st Issaquah	1/13/14
[Signature]	Motot Kojima	Renton	1/13/14
[Signature]	Akito Misawa	Bellevue	1/13/14
[Signature]	Jens Jorgen Atienza	Renton	1/13/14
[Signature]	Emilio Caguera	Renton	1/13/14
[Signature]	Tyler Spears	Renton	1/13/14
[Signature]	Inyoung Song	Bellevue	1/13/14
[Signature]	Wobik Lee	Bellevue	1/13/14
[Signature]	Jiseop Lee	Bellevue	1/13/14
[Signature]	Scott He	Seattle	1/13/14
[Signature]	JASKIRAT SINGH	Auburn	1/13/14
[Signature]	JARANEH ASHARIMANI	Nikland	1/13/14
[Signature]	Miguel Acosta	Bellevue	1/13/14
[Signature]	Sabrina Hake-Evans	Renton	1/13/14
[Signature]	Rena Okabe	Bellevue	1/13/14
[Signature]	Melissa Evans	Bellevue	1/13/14
[Signature]	Ayan Getzer	Bellevue	1/13/14
[Signature]	Hu Seng Tot	Bellevue	1/13/14
[Signature]	Sung Jeong Kim	Redmond	1/13/14
[Signature]	Choksanth	Bellevue	1/13/14
[Signature]	Priscilla Hartono	Bellevue	1/13/14
[Signature]	Kimberley Montenegro	Issaquah	1/13/14
[Signature]	Preston Kulopis	Bellevue	1/13/14
[Signature]	Dorclay Hutton	Sammamish	1/13/14
[Signature]	Gravin Turner	Issaquah	1/13/14
[Signature]	James Carr	Seattle	1/13/14



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Signature	Full Name	Address	Date
<i>Jonathan Mauk</i>	Jonathan Mauk	Lynnwood, WA	1/13/14
<i>Daphne Tsai</i>	Daphne Tsai	Bellevue WA	1/13/14
<i>Devon Holcombe</i>	Devon Holcombe	Bellevue WA	1/13/14
<i>Katherine Daughton</i>	Katherine Daughton	Kirkland	1/13/14
<i>Kasea Kruller</i>	Kasea Kruller	Redmond	1/13/14
<i>Miles Vammatri</i>	Miles Vammatri	Seattle WA	1/13/14
<i>Shih Tsung Hoang</i>	Shih Tsung Hoang	Merwin Island, WA	1/13/14
<i>Sagad Aziz Deria</i>	Sagad Aziz Deria	Bellevue, WA	1/13/14
<i>Keri McLerran</i>	Keri McLerran	Bellevue, WA	1/13/14
<i>Melina Smith</i>	Melina Smith	Kenmore, WA	1/13/14
<i>Proctor McCaw</i>	Proctor McCaw	24301 112th AVE SE	01/13/2014
<i>Stevie Stefanovic</i>	Stevie Stefanovic	9861 NE 16th ST	1/13/14
<i>Kevin Dao</i>	Kevin Dao	Seattle, WA	1/13/14
<i>Kristi Kurza</i>	Kristi Kurza	Seattle, WA	1/13/14
<i>CALEB CARAWAY</i>	CALEB CARAWAY	Bellevue, WA	01/13/2014
<i>Tamara Bomar</i>	Tamara Bomar	Lake Stevens, WA	1/13/2014
<i>Marshelle Rivera</i>	Marshelle Rivera	Kent, WA	1/13/2014
<i>Olivia Berlin</i>	Olivia Berlin	Bellevue, WA	1/13/2014
<i>Sarah Poplawski</i>	Sarah Poplawski	Renton WA	1/13/14
<i>Jennifer Sterbaum</i>	Jennifer Sterbaum	Redmond WA	1/13/14
<i>RENZO Vallejos</i>	RENZO Vallejos	Bellevue, WA	1/13/14
<i>Du'lon Dum</i>	Du'lon Dum	Redmond, WA	1/13/14
<i>Yip Tung Wang</i>	Yip Tung Wang	Bellevue WA	1/13/14
<i>Johan Bibby Christensen</i>	Johan Bibby Christensen	Bellevue WA	1/13/14
<i>Brandon Brown</i>	Brandon Brown	Redmond WA	1/13/14
<i>Ali Amira</i>	Ali Amira	Bellevue WA	1/13/14
<i>Joseph Westwater</i>	Joseph Westwater	Redmond WA	1/13/14
<i>Lael Smith</i>	Lael Smith	Kirkland WA	1/13/14
<i>Henrik Abraham</i>	Henrik Abraham	Bellevue WA	1/13/14
<i>Fang Pan</i>	Fang Pan	Bellevue WA	1/13/14



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Signature	Full Name	Address-City	Date
	Mark Callander	3962 153 <sup>rd</sup> Ave SE	1/13/14
	Jessica Ostborn	3000 Landerholm Circle SE	1/13/14
	Eleena Sameth	Bellevue	1/13/14
	Michelle D'tore	Duvall	1/13/14
	Jessica Tobin	Duvall	1/13/14
	Laura Aguirre	Bellevue	1/13/14
	Seony Song	Bellevue	1/13/14
	ROBERT NESSES	Bellevue	1/13/14
	Kate Smart	Bellevue	01.13.2014
	WAGUI DIOP	EVERETT	1/13/14
	BROCK REYNOLDS	BELLEVUE	1/13/14
	Andrew Ko	SEATTLE	1/13/14
	Judith Villanueva	Bellevue	1/13/14
	Blake Evans	Issaquah	1/13/14
	Jonathan Phillips	Issaquah	1/13/14
	Rob Lamsche	Bellevue	1/13/14
	Stacy Learning	Kirkland	1-13-14
	Trinity Torres	Bellevue	1-13-14
	Yolanda Berry Smith	Bellevue	1-13-14
	Tisha Pae	Bellevue	1/13/14
	Vincent Tran	Kent	1/13/14
	Hari Chh	SEATTLE Bellevue	1/13/14
	Jesse Mariano	Kirkland	1/13/14
	Andrew Duong	Renton	1/13/14
	Sack Buttzger	Issaquah	1/13/14
	Ericka Robinson	Renton	1/13/14
	Mollie Butters	Issaquah	1-13-14
	THANNI HALFON	Renton	1-13-14
	Aminah Coleman	Bellevue	1/13/14
	Georgia Walker	Kirkland	1/13/14



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Signature	Full Name	City	Date
<del>Colvin [Signature]</del>	<del>Jun Cheng [Signature]</del>	<del>Bellevue</del>	<del>01/10/2014</del>
[Signature]	Taichi Ishikawa	Bellevue	1/10/2014
[Signature]	Nommi Orda	Bellevue	1/10/2014
S [Signature]	Nick Bradford	Bellevue	01/10/2014
S [Signature]	Christina Nguyen	Bellevue	01/10/2014
S [Signature]	CRIS SATHIA	Bellevue	01/10/2014
S [Signature]	Deron Dahlke	Bellevue	Jan. 10, 2014
[Signature]	Jing ming Su	Bellevue	1/10/2014
[Signature]	Seung Yeon Koh	Bellevue	1/10/2014
[Signature]	SANDRA BONIFELD		1/10/2014
S [Signature]	Nathaniel J. Foster	Bellevue	1/10/2014
[Signature]	Wen Ting Chik [Signature]	Bellevue	1/10/2014
[Signature]	Christine Lewis	Seattle	1/13/2014
[Signature]	MARE ADAMS	SEATTLE	1/13/14
[Signature]	Lan Sawitski	Issaquah	1/13/14
[Signature]	Nick Mills	Bellevue	1/13/2014
[Signature]	Maria Michurina	Bellevue	1/13/2014
[Signature]	Jabarr Emmanuel	Issaquah	1/13/2014
[Signature]	Dilva Nair	Bellevue	1/13/14
[Signature]	Eliseo Gonzalez	RELEVUE	1/13/14
[Signature]	Nasacia Hendricks	Bellevue	1/13/14
[Signature]	Michelle Subratt	"	1/13/14
[Signature]	Daiki Kudo	Bellevue	1/13/14
[Signature]	Mika Kamada	Remton	1/13/14
[Signature]	Mamako Sakamoto	Seattle	1/13/14
[Signature]	Christopher Jason	Bellevue	1/13/14
[Signature]	Rio Atmaja	Bellevue	1/13/14
[Signature]	Peter Samuel Tandio	Bellevue	1/13/14
[Signature]	QUOC NGUYEN	Kent	1/13/14
[Signature]	JIAMING ZHANG	Bellevue	1/13/14

S = staff



Bellevue College Associated Student Government  
 3000 Landerholm Circle SE  
 Bellevue, WA 98007

We, the undersigned, as students of Bellevue College, are in protest to the changes proposed to the 245 and 271 bus routes in regards to their reroute around Bellevue College. The stop which has been proposed to be cut services 1500 rides per day, and these two routes are essential to 55% of our bus riders and 17% of our student body. We support The City of Bellevue Transit Master Plan to maintain abundant, direct access to Bellevue College. Please do not reroute the 245 and 271.

Signature	Full Name	City	Date
<i>[Signature]</i>	Beautiful Existence	Bellevue	1/12/14
<i>[Signature]</i>	Shannon Fenster	Bothell	1/10/14
<i>[Signature]</i>	Osha Morningstar	Issaquah	1/10/14
<i>[Signature]</i>	Karin Peterson	Sammamish	1/10/14
<i>[Signature]</i>	Michael Hanson	Vashon	10 Jan 14
<i>[Signature]</i>	Ryota Nakashima	Renton	1/10/14
<i>[Signature]</i>	Dalton Dunbar		
<i>[Signature]</i>	NICK Prekeres	Redmond	1/10/2014
<i>[Signature]</i>	Mohammed Alharbi	Bellevue	1/9/2014
<i>[Signature]</i>	Bilqun Tamir	Bellevue	1/10/2014
<i>[Signature]</i>	Shiho Minoura	Kirkland	1/10/2014
<i>[Signature]</i>	Hayate Nashida	Renton	1/10/2014
<i>[Signature]</i>	Yuto Niimura	Renton	1/6/2014
<i>[Signature]</i>	Chang Sheng ai	Bellevue	1/10/2014
<i>[Signature]</i>	Alex Taylor Kamae	Bellevue	1/10/14
<i>[Signature]</i>	Cole Morris	Kirkland	1/10/14
<i>[Signature]</i>	Hanti Yang	Newcastle	1/10/14
<i>[Signature]</i>	Vivian Tam	Denton	1/10/14
<i>[Signature]</i>	Paul Bell	Bellevue	1/10/14
<i>[Signature]</i>	Suet Ling Yeung	Bellevue	1/10/14
<i>[Signature]</i>	Yugi Doi	Bellevue	1/13/14
<i>[Signature]</i>	Nathania Subagyo	Bellevue	1/13/14
<i>[Signature]</i>	Vincentius Leonard	Bellevue	1/13/14
<i>[Signature]</i>	ixing Yan	Bellevue	1/13/14
<i>[Signature]</i>	Ali Brjand	Bellevue	1/13/14
<i>[Signature]</i>	Darrel Vo	Bellevue	1-13-14
<i>[Signature]</i>	Lincy Thammavongry	Bellevue	01-13-14
<i>[Signature]</i>	Maria Chebanova	Bellevue	01/13/14
<i>[Signature]</i>	Yikang cheng	Bellevue	01/13/14
<i>[Signature]</i>	Jiating Fang	Bellevue	01/13/14







**We need your support for finding improved and stable funding for Metro buses.  
We want to save bus route 167!**

**I am enclosing 358 signatures from 167 riders who want to save their bus.** It is a valuable bus. As you will see from our zip codes, we come from Auburn, Bellevue, Des Moines, Enumclaw, Kent, Maple Valley, Renton, Rainier Valley/Skyway, Tacoma, and Tukwila. We all need to get to the U District.

We were shocked to find out that our 167 is scheduled for deletion. Metro reports that Route 167 is “one of the lowest performing peak-period-only routes in Metro’s system.”

This bus route uses 60’ buses. They are full in the morning and almost full in the evening commutes. This picture of the interior of the bus (left) was taken after stopping at the Newport Hills Park & Ride (departure time of 7 am). Every seat is taken and riders are standing. In this picture (right) 167 riders are waiting for bus to come to the NE 30<sup>th</sup> stop. There were more than 10 of waiting for the last 167 bus of the morning.



**These photos are two examples of why we disagree with Metro’s assessment of the 167 bus!**



We were waiting for Bus 167 at Exit 6 at about 8 am. This long line of riders is typical. Note the freeway traffic on 405!

If 167 riders start using their cars (if they have one), we would add to the road congestion.

If 167 riders take alternate routes (as suggested), we will be away from our families 30 to 60 minutes longer than current commute.

We are willing to pay our fair share to help save Metro buses. We support paying \$60 annual vehicle fee and other funding suggestions.

**We are asking you to save Bus 167.**

Please support funding for Metro buses.

We work or study at the University of Washington (Seattle campus). We need your support for finding improved and stable funding for Metro buses. We want to save bus route 167!

Buses are essential for all of our commutes. The traffic is terrible. People need reliable ways to get to work and school. The public transportation is part of the solution.

We pay for the bus with the UPass (bus pass through UW). We prepay for our bus service, yet many of our UW buses are on list for elimination. Many of us own cars and are willing to pay the \$60 annual vehicle fee. We choose to ride the bus for many reasons: we want to get to class, we cannot afford to drive, we need to get to work, and other good reasons.

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From Bus 167 Riders!



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**From Bus 167 Riders!**

Karen Nagai Renton, WA 98058 Karen Nagai  
Yolanda Hernandez Maple Valley 98038 Y. Hutch  
Jeff Ma Renton WA 98059 Jeff  
TRINA BANKS Ina Banks 98188  
Alison Wong Renton WA 98178  
NIKI Samek Danek 98059

1/24 8:14

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**From Bus 167 Riders!**

NAME	SIGNATURE	Zip Code
Sabina Yun	Sabina Yun	98031
Joe Kwiatkowski	Joe Kwiatkowski	98055
Kathryn Brown		
Theresa Vo		98178
Rick Beltram	Rick Beltram	98057
Pearl Nguyen	Pearl Nguyen	98055
<del>Donna Pearson</del> Donna Pearson	Donna Pearson	98057
Hannah DeBerg	Hannah DeBerg	98178
Amy Tamura	Amy Tamura	98059
Josh Mendoza	Josh Mendoza	98038
Mai Chi Nguyen	Mai Chi	98056
Tinh Giang	Tinh Giang	98059

1/24 8:14 AM  
 New Ptn

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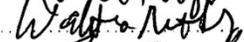
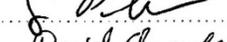
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**From Bus 167 Riders!**

Eric Phan		98059
Markus Ramirez		98055
Vivian Huynh		98059
Walter Mitty		98058
Alex Guyte		98056
Jihyun Suk		98058
Sam Yan		98059
Sandeep Kar		98056
Craig Peercatini		98038
Daniel Elworth		78056
Benjamin Phan		98059

4:45

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**From Bus 167 Riders!**

<i>Stephanie Yui</i>	98059
<i>Tang Nguyen</i>	98056
<i>Trang Trui</i>	98056
<i>Phyllis King</i>	98058
<i>Ngoc Thuy Nguyen</i>	98059
<i>Anhinda Lam</i>	98056
<i>Leena Ung</i>	98059
<i>Maria Tapang</i>	98058
<i>Ysabeau Tapang</i>	98058
<i>Hilme Y Tapang</i>	98006

4:45 bus 29

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From Bus 167 Riders!

De'asia J. 98056  
Eva Quitwa 98056  
Zeng Jusk 98058  
Ashley Powell 98032  
Lin Lee 98059  
Kalvin Zhang Lu 98057  
Mai Le 98056  
Manissa Lee 98031  
Lisa Ozono 98057

De'anya Jones 98056  
Reezaly Sta. Maria 98055  
Yafat 98057  
Joseph J. 98059  
Mai Dery 98059  
Laine Berger 98056  
Rebecca Lett 98059  
Debra Peman 98059  
Maryam Alejandro 98059  
Sueh Bah 98031

4:45 PM

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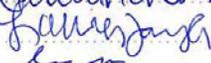
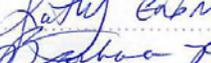
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**From Bus 167 Riders!**

Anthony Terribilini		98006
Kim Williams		98055
Natale McNabb		98059
Lauren Taylor		98059
ED RAZON		98056
SUNG WOO HONG		98006
MICK MacMichael		98056
Ayumi Sakyama		98056
SUSAN CANAGA		98059
KATHY GARRICK		98071
BARBARA RIGGS		98055
Viji Pandher		98058
Shauna Sease		98057

7:20 AM

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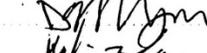
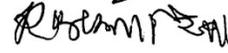
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**From Bus 167 Riders!**

	WAI LING MAK	98006
		98059
	Jessica Carter	98006
	Mannison W	98056
		98006
		98057
	Diana Nguyen	98056
	Kalvin Zhang	98057
	Heang Ung	98056
	Stephen J. Cole	98056
	Marites Bautista	98056
	A. Arrington	98056
	Arron Sohal	98056
	Ann Kare	98178
	Tavis Boyle	98031
	Rashmi RaviChandran	98058

Tiffany Tran	Tiffany Tran	98059
<del>Quang</del>	Nhi Nguyen	98056
<del>Quang</del>	Stora Hobbs	98058
<del>Quang</del>	Cathy Pham	98055
Yen	YEN NGUYEN	98059
Patrick White	PATRICK WHITE	98056
Laura Saum	Laura Saum	98058
Alex Berger	Alex Berger	98056
Nhan Nguyen	NHAN NGUYEN	98059
Chen Yen	CHEN YEN	98056

6/20

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From Bus 167 Riders!

Dick R Gustaf - 98006  
Dita Gay - 98052  
Vince Collins 98056  
Tony VanderV... 98058  
Tho Tran 98056  
Willie... 98006  
Kim Lee 98057  
Brenda... 98056  
Connie... 98059

Mike Ry 98058  
Kathy Wintz 98022  
Caroline Sica 98058  
TERESA BELTRAN 98058  
Posim Siew 98058  
Claudette Buml 98031  
Shannon St. Clair 98056  
Taylor Baeder 98058  
Stephanie Ng 98055  
Melita Danne 98178

Tom Booker 98178

Barbara Webber 98178

H Hiramatsu 98006

HENRY POLTORAK 98058

MARY KIREMARIAM MK 98058

Raquel de Vera 98178

Lidiya 98055

Hamelmal Kidaru 98055

Yodane Yodane 98056

MOLY VARGHESE 98032

Jam Williams 98055

Henry Wong 98059

JASNY RAMIRO 98092

Anil Green 98178

Kim Tanaka-Ali 98058

Rashad D. Dugby 98056

Pat Smith 98056

Alan Artru 98006 aaa

Delia 98042

Michelle Reeves 98074

Brian Stacy 98027

Volanda Stokes 98031

Shew dutton 98056

Clayton Miller 98006

Niki Petrakis 98006

6:40 am

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From Bus 167 Riders!

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Jacquie Choe	98178	Jasper Walker	98198
STEVEN PHAN	98058	Eisa Durham	98059
Megan Stephens	98058	Gabrielle Lee	98056
Megumi Simpson		Jolena Lewis	98056
Karianne Kajita	98056	Felix Chocho	98059
Ramon Jara		Ludo Kyber	98059
Najuyen Nguyen	98059		98056
MILA MERCADO	98059		
Daleo Reed			
Violet Ellington	98030		
Nancy Roca	98059		
		Ms Priscilla McEwen	98056

<u>NAME</u>	<u>SIG</u>	<u>ZIPCODE</u>	
John S. Barker	J. Barker	98056	
Linda Wang	L. Wang	98006	
Coetta Brown	C. Brown	98031	
Delia Patterson	Delia Patterson	98056	
Gillian West	G. West	98055	
Betsy Bradshy	B. Bradshy	98038	
Ping Huang	P. Huang	98055	
Bobbie J. Lockett	Bobbie J. Lockett	98057	
Josephine Billm	J. Billm	98056	
Aimee Jackson	A. Jackson	98058	
Dinan Raslan	D. Raslan	98056	
Prern Polm	P. Polm	98054	
Linda Holloway	L. Holloway	98188	
Jan Hamanishi	J. Hamanishi	98008	
Ellen Reynolds	E. Reynolds	98059	
Terri McLaren	Terri McLaren	98042	
Loanne Edwards	L. Edwards	98030	
Mollie Eggett	Mollie Eggett	98056	
Kyoko Bond	K. Bond	98058	
Mi Chiyo Dalos	M. Dalos	98059	
			Raguel Granath 98056

7:20 + PA 515

**Please support funding for Metro buses.**

We work or study at the University of Washington (Seattle campus). We need your support for finding improved and stable funding for Metro buses. We want to save bus route 167!

Buses are essential for all of our commutes. The traffic is terrible. People need reliable ways to get to work and school. The public transportation is part of the solution.

We pay for the bus with the UPass (bus pass through UW). We prepay for our bus service, yet many of our UW buses are on list for elimination. Many of us own cars and are willing to pay the \$60 annual vehicle fee. We choose to ride the bus for many reasons: we want to get to class, we cannot afford to drive, we need to get to work, and other good reasons.

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We ride the bus and can tell you that Bus 167 is appreciated and performs its job. It takes students and employees to the U District every day. Each bus is usually full for its morning and evening runs. Bus 167 is the only Metro bus that runs on the east side to the Newport Hills Park & Ride and the NE 30<sup>th</sup> stop on 405. There will not be enough room on alternate routes if we eliminate the commuter buses like 167. In the future with bus reduction (e.g., 271) or elimination (e.g., 167) if we find seats on other routes, our commute times will potentially take twice as long, going from 1 hour (on the 167 bus) to 2 hours (e.g., the 271 and then the 560).

The route is just one example. There will be so many problems without stable bus funds and stable routes. Please support stable funds for the transportation system.

**From Bus 167 Riders!**

<i>Adriane</i>	<i>Sujatha Werake</i>	<i>zip: 98056</i>
<i>Chika Willis</i>		<i>98057</i>
<i>Cynthia Acuario</i>	<i>CYNTHIA ACUARIO</i>	<i>98178</i>
<i>Chitly M</i>	<i>CHANTHAM MANIKHAM</i>	<i>98056</i>
<i>Julie Nevins</i>	<i>JULIE NEVINS</i>	<i>98058</i>
<i>Brendell Aesquivel</i>		<i>98058</i>
<i>Robyn Campbell</i>		<i>98058</i>
<i>Christine Ma</i>		<i>98031</i>
<i>Heiron Stafford</i>	<i>HEIRON STAFFORD</i>	<i>98178</i>
<i>Laura Smith</i>	<i>Laura Smith</i>	<i>98006</i>
<i>Christian Puga</i>	<i>CHRISTIAN PUGA</i>	<i>98059</i>
<i>Wille Mai</i>	<i>Wille Mai</i>	<i>98056</i>
<i>Lorraine Norman</i>	<i>Lorraine Norman</i>	<i>98059</i>

Marty Jones 98058 *Marty Jones*  
Kathy Briggs Kathy Briggs 98056  
BERNARD ENACHE *Bernard Enache* 98038  
jessica de *Jessica de* 98058  
Anika Ansari *Anika Ansari* 98058  
Christos Opan *Christos Opan* 98112  
Pam Lan *Pam Lan* 98056  
Jason Hansen *Jason Hansen* 98031  
Michael Phelps *Michael Phelps* 98058  
Gilbert Bautista 98056  
Valerie King ~~Scott~~ Valerie King Scott 98056  
~~KET~~ *KET* 98055  
Shelby Stoye 98056 *Shelby Stoye*  
JESSICA DY 98056  
Huong Le 98056 *Huong Le*

Black = 7:20 AM 17  
Blue = 5:15 PM 11

5/5

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Quoc-Anh Vu From Bus 167 Riders!		98056
Laurie Rossnagel	LAURIE ROSSNAGEL	98059
	Reiko Hisamatsu	98006
Kathy Close	Kathy Close	98059
Jeanette Wilk	Jeanette Wilk	98058
Rechele Brooks	(Tagliente) Rechele Brooks	98059
Jackie Bierly	Jackie Bierly	98059
	VIVIAN HO	98059
	LISA HAIRSTON	98058
John Gannon	JOHN GANNON	98059

Ashley Arreola	Ashley Arreola	98056
Kieu Luong	Kieu Luong	98059
Shirley Truong	Shirley Truong	98058
Andrew Le	Andrew Le	98178
KATIE BOSSELER	KATIE BOSSELER	98059
Eddy Malard	Eddy Malard	98056
Melanie Mallarke	Melanie Mallarke	98056
Elizabeth Domingo	Elizabeth Domingo	98055
Emmy Kegley	Emmy Kegley	98055
Prabhjot Sandhu	Prabhjot Sandhu	98055
Mari Obara	Mari Obara	98055
Heather Jenkins	Heather Jenkins	98059
Catherine Nguyen	Catherine Nguyen	98058
KRISTINE CHAN	KRISTINE CHAN	98055
Marcus Ramirez	Marcus Ramirez	98055
Tomomi Workman	Tomomi Workman	98058
Janelle Stanford	Janelle Stanford	98056
Jessica Mathona	Jessica Mathona	98178
Marie Pasquate	Marie Pasquate	98058
Tashara Robinson	Tashara Robinson	98055
Jessica Aceves	Jessica Aceves	98178
Amy Ogi	Amy Ogi	98006

167 Rout → 4.15 pm

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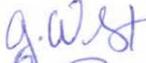
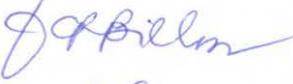
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31 Name

From Bus 167 Riders!

<u>Name</u>	<u>Signature</u>	<u>Zipcode</u>
Ellen Reynolds		98059
Terri McHaren		98042
Michiyo Dalos		98059
Linda Holloway		98188
Cathy Boldish		98058
Linda Wang		98006
Conce Au		98059
GLORY CHACKO		98059
Mollie Piggott		98056
Victor Prantick		98058

<u>Name</u>	<u>Signature</u>	<u>Zipcode</u>
Tim Liu		98038
Julie Nevins		98038
Betsy Bradsby		98038
Yolanda Stokes		98031
Hannah Chi		98056
Miriam Ballester		98057
Violet Ellington		98030
Rebecca Park		98055
Heather Jennings		98178
Nhi Nguyen		98056
Vince Collins		98056
Gillian West		98055
GEORGE FRESNEO		98030
Barbara Weber		98178
Josephine Billm		98056
Jaquie Chee		98178
Nathan Snyder		98058
Ryan Taylor		98058
Rachel Taylor		98058
Tue Bui		98059
Bernie Noll		98058

3.40 pm      Rout 167      18 Name

Name	Signature	Zip Code
Nancy Rice	<i>Nancy Rice</i>	98059
Taylor Bredar	<i>Taylor Bredar</i>	98058
Stephanie Ng	<i>Stephanie Ng</i>	98055
MEHARY KIFLEMARIAM	<i>Mehary Kiflemariam</i>	98058
Nancy LINDE	<i>Nancy Linde</i>	98059
F. Sharara	<i>F. Sharara</i>	98059
Desiree Szarka	<i>Desiree Szarka</i>	98038
Shirley Truong	<i>Shirley Truong</i>	98058
Quan Nguyen	<i>Quan Nguyen</i>	98058
Alex Lindahl	<i>Alex Lindahl</i>	98056
Tony Vanderdorst	<i>Tony Vanderdorst</i>	98058
Hamelmal Kidari	<i>Hal Kidari</i>	98055
Stephanie Lee	<i>Stephanie Lee</i>	98056
Chau Ngo	<i>Chau Ngo</i>	98058
LEON	<i>Leon</i>	98056
HENRY POLDRAK	<i>Henry Poldrak</i>	98058
Shannen St Clair	<i>Shannen St Clair</i>	98056
Thao Nguyen Dang	<i>Thao Nguyen Dang</i>	98058

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From Bus 167 Riders!

Melinda Ben	98059	Melinda Ben	98059
Thallegel	98059	<del>Stettin</del>	98034
Fish	98059	Aravind	98055
Chitlu	98031	Indira Helling	98188
Murphy	98056	Sophia	98056
DeGroot	98055		
Dokey	98056		
Elvia	98031		
Opelia L. Mella	98030		



Post Office Box 90012 • Bellevue, Washington • 98009 9012

January 14, 2014

Mr. Victor Obeso, Manager  
Service Development  
King County Department of Transportation  
201 South Jackson, KSC-TR-0426  
Seattle, WA, 98104-3856

Re: King County Metro Service Reduction Proposal

Dear Mr. <sup>Victor</sup> Obeso:

On behalf of the City of Bellevue, we appreciate your efforts to integrate our input concerning Metro's service reductions proposal before you transmit a final recommendation to the King County Council. In conjunction with our Transit Master Plan, and anticipating the potential need for this service reduction, Bellevue staff actively engaged the public in an extensive community outreach process consisting of:

- stakeholder interviews;
- presentations to interest groups;
- workshops with Bellevue Board and Commission members, transit officials, neighboring jurisdictions, and business interests;
- an online survey of transit riders, former-riders, and non-riders; and,
- targeted outreach to people with disabilities and non-native English speakers.

Consistent with the community feedback received, the City of Bellevue's highest priority is to maintain all-day headways on our Frequent Transit Network (FTN) corridors. FTN corridors are where transit service and capital investments need to be focused to serve the most riders and provide the highest quality of service. As an active participant in our Transit Master Plan process, Metro understands that the desired end state of Bellevue's "Abundant Access" service vision is a network that is "efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership." This vision statement was approved by Bellevue City Council on May 20, 2013.

**Metro's Service Reduction Proposal**

We are deeply concerned about the magnitude of Metro's service cuts proposal which affects 28 of the 33 routes it operates in Bellevue. Together, these routes transport approximately 35,000 daily weekday rides. It is difficult to contemplate the severity of these service cuts at a time when transit ridership in Bellevue is at record levels; between 2003 and 2012 we've seen city-wide usage increase by 129 percent from 22,000 to 50,000 daily ons/off. And, as we look to the future, transit usage in Bellevue is projected to increase threefold by 2030.

Mr. Victor Obeso, Manager  
King County Metro Service Reduction Proposal  
January 14, 2014  
Page 2

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Although all aspects of Metro's service reductions proposal will create hardships for transit and non-transit users alike, the following recommendations are regarded as most deleterious to Bellevue's Frequent Transit Network corridors.

1. Downtown Bellevue – Kirkland Connection: Route 234 is currently scheduled in combination with Route 235 to provide 15-minute, all-day service between Bellevue and Kirkland. Even though Metro's 2013 Service Guidelines Report identifies this connection (corridor #53) as warranting "very frequent service" the Metro service reduction proposal redirects Route 234 away from Bellevue as part of a larger restructuring of service in northeast King County, which also terminates Route 235 in downtown Kirkland instead of in Totem Lake. To partially mitigate this impact, Metro's reduction proposal increases Route 235 frequency to 15-minute service during commute hours between Bellevue and Kirkland. However, Metro's reduction proposal degrades this connection to 30-minute frequency during off-peak hours. This off-peak service reduction is most impactful to Bellevue's Medical Institution District on 116<sup>th</sup> Avenue NE; Seattle Children's Hospital is on record expressing concern about this loss of service.
2. Eastgate – Downtown Bellevue Connection: Metro's 2013 Service Guidelines Report identifies this connection (corridor #14) as warranting "very frequent service." Within Bellevue this corridor connects Bellevue College with downtown Bellevue and west into the University District in Seattle. Although Metro does not propose modifying the frequency or span of service on Route 271, it proposes to restructure this route away from Bellevue College. Metro's proposed restructuring of route 271 off campus on to 148<sup>th</sup> Avenue NE would impact transit and non-transit users alike. The proposal would impact general purpose traffic were buses to stop for transit passengers in-lane at frequent intervals along 148<sup>th</sup> – a major north-south arterial. For transit patrons, this proposal adds a half-mile walk from the 148<sup>th</sup> Avenue bus stop to the campus, further exacerbating riders' perceptions about the inconvenience of using transit. Furthermore, it would significantly limit access to campus among students and faculty with disabilities. Nearly a third of Bellevue College students ride transit as their primary mode of transportation. Route 271, together with Route 245, serve 55% of student transit riders. It is for this reason that Bellevue College is on record expressing concern about the proposed loss of Routes 245 and 271 service.
3. Factoria – Eastgate – Crossroads – Redmond – Kirkland Connection: Even though Metro's 2013 Service Guidelines Report identifies this connection (corridor #54) as warranting "very frequent service" it is proposing an identical modification, with identical results, as denoted in Route 271 above through elimination of the part of Route 245 that travels into the Bellevue College campus.

#### **City of Bellevue's Counterproposal**

Our counterproposal to Metro's service reduction package remains true to the City Council's "Abundant Access" vision statement and maintains our Frequent Transit Network (FTN). To facilitate this, we suggest that Metro's service cuts reduce/eliminate low ridership routes before impacting the frequency, span, and coverage of service on Bellevue's most productive FTN

Mr. Victor Obeso, Manager  
King County Metro Service Reduction Proposal  
January 14, 2014  
Page 3

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corridors. This perspective is supported by the extensive outreach process and technical analysis associated with our Transit Master Plan and is widely supported by the Bellevue business community, non-profit entities, and educational institutions (see attached letters). The more significant elements of our counterproposal include:

1. Downtown Bellevue – Kirkland Connection: Consistent with Seattle Children’s Hospital feedback, Bellevue staff proposes maintaining service along the Downtown Bellevue – Kirkland connection at current FTN levels which would necessitate increasing Route 235 frequency to 15-minute service during the peak and mid-day periods.
2. Service to/from Bellevue College: Consistent with Bellevue College feedback, Bellevue staff proposes maintaining current bus routing (for both 245 and 271) through the Bellevue College campus in the near-term. In the long-term, Bellevue staff proposes to work with Bellevue College, Metro, and Sound Transit in developing Snoqualmie River Road along the west side of the campus so that it can serve the campus with FTN connections more efficiently without adversely impacting the quality of service provided. This long-term strategy, identified as TFP-252 in the City of Bellevue’s 2013-2024 Transportation Facilities Plan, improves the average speed of coaches, minimizes travel times, and results in the improved provision of cost efficient and effective bus service to/from Bellevue College.

We understand Metro is facing difficult and unpopular choices associated with a 17 percent service reduction. We will continue to work with Metro on your service reduction proposal focusing on maintaining the FTN thereby enabling more people to reach more destinations in less time.

Thank you for your consideration.

Sincerely,



David Berg, P.E.  
Director, Transportation Department

cc: Bellevue City Councilmembers  
Brad Miyake, Bellevue Interim City Manager  
Kevin Desmond, King County Metro General Manager

attach: Hopelink Letter (January 7, 2014)  
Seattle Children’s Hospital Letter (January 2, 2014)  
Bellevue College Letter (December 30, 2013)  
Bellevue Chamber of Commerce Letter (December 27, 2013)  
Bellevue College Associated Student Government Letter (January 7, 2014)  
Bellevue College Associated Student Petition (January 13, 2014)



Helping People. Changing Lives.

January 7, 2014

City of Bellevue  
Attn: Bellevue City Council  
450 110<sup>th</sup> Avenue NE  
Bellevue, WA

Dear Honorable Council-members,

As usual, we appreciate the opportunity to provide public comment on Bellevue's Transit Master Plan and the city's efforts to support individuals with special needs in its planning process. Hopelink is deeply concerned about King County Metro's proposed service cuts. In earlier public testimony, we encouraged County Council-members to pursue options that would avoid such action. In light of these potential cuts, we are especially grateful for the City of Bellevue's efforts in developing the "abundant access" framework for its updated Transit Master Plan, a framework that would preserve primary transit corridors in a service reduction environment.

Today, the transportation needs of the growing populations of suburban poor families, seniors, and others in need in King County are exacerbated by the weak economy and increasingly limited resources for nonprofits and social service agencies. Many of King County's poor live in suburban areas of South, East, and North King County where transit service is already limited. As a human service agency promoting self-sufficiency in North and East King County since 1971, Hopelink is witness to the adverse impact that lack of adequate transportation has on individuals seeking self-sufficiency.

Transit service offers people with special transportation needs access to vital human services, health care, educational opportunities, employment, and a wide range of other activities that in many cases they would not be able to access without transit. Transit therefore plays an important role in reducing social and economic inequalities by enhancing mobility for people, regardless of age, race, income or disability. In particular, it helps to bridge the mobility divide currently existing for many low-income families, people with disabilities or older adults who lack access to a vehicle. We believe the proposed cuts would have a significant and disproportionate impact on some of our community's most vulnerable citizens and we welcome any opportunity to work with you and King County Metro to assure the city's transit vision, as described in the Transit Master plan, is realized should the cuts occur.

TRANSPORTATION  
14812 Main Street  
Bellevue, WA 98007-5245

425.943.6789  
fax 425.644.9956  
www.hope-link.org

A community action agency.

**Hopelink programs**  
Emergency Services  
Bellevue  
Redmond  
Kirkland/Northshore  
Sno-Valley  
Shoreline  
Family Development  
Housing  
Transportation  
Adult Education



January 2, 2014

Bellevue City Council  
450 110<sup>th</sup> Avenue NE  
PO Box 90012  
Bellevue, WA 98009

**RE: Preserving All-day 15-Minute Frequencies on Route #235**

Dear Bellevue City Council Members:

Seattle Children's is deeply concerned about preserving affordable and convenient transit access for our patients and their families as well as our employees. We share this perspective as a major regional employer, a teaching institution and as a specialty and critical care provider to Bellevue and Eastside region. King County Metro Transit is in an unenviable position of planning service cuts when the time demand for transit service is at its peak. We appreciate the thoughtful and challenging work involved as Metro and the City of Bellevue determine where the reductions in service will be made.

Seattle Children's Bellevue Clinic and Surgery Center is a Significant Trip Generator Throughout the Day. Our Children's Bellevue Clinic and Surgery Center is a significant trip generator in downtown Bellevue, attracting over 250 patients and their families and over 100 employees and volunteers daily. Patients and staff arrive throughout the day - not just at peak times. It is critical that the frequency and span of service on Bellevue's most productive corridors be maintained which is consistent with Children's travel demand. It is for this reason that we support the 2015 Reduced Funding Scenario depicted in the Bellevue Transit Service Vision Report that preserves all-day frequent service to/from Bellevue's Medical Institutions District on 116th Avenue NE.

Metro's Proposed Frequency for Route #235 is Inconsistent with Planning Priorities. Metro's service reduction proposal for route #235 is inconsistent with the City Council's "Abundant Access" vision and commitment to the Frequent Transit Network in the Bellevue Transit Service Vision Report, specifically on a corridor that has been identified for "very frequent service" per Metro's 2013 Service Guidelines Report. Metro proposes increasing #235 frequency to 15-minute headways during commute hours but does not propose this same frequency during mid-day. We support all-day, 15-minute frequencies, on route #235 because the route's role connecting employees to their jobs, and patients and their families to critical care at all times throughout the day.

Seattle Children's has a High Rate of Metro Ridership. Seattle Children's is a unique institution providing specialty and critical care to families throughout the region regardless of their ability to pay. Seattle Children's ability to provide critical care is supported by the availability of transit to connect our staff to their life-saving jobs each day. On a daily basis 25% of Seattle Children's staff relies on public transit to get to work (almost 900 people on an average weekday). These 900 Children's employees and transit riders include nurses, doctors, administrators, housekeepers and food service employees.

Frequent headways throughout the entire day support affordability, convenience, access, effective regional connections, and the local economy. Thank you for your consideration.

Best Regards,

A handwritten signature in black ink, appearing to read "Paulo Nunes-Ueno".

Paulo Nunes-Ueno  
Director, Transportation and Sustainability



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3000 Landerholm Circle SE • Bellevue, WA 98007-6484 • [www.bellevuecollege.edu](http://www.bellevuecollege.edu)

December 30, 2013

Bellevue City Council  
450 110th Ave. NE  
P.O. Box 90012 Bellevue, WA

Honorable Councilmembers,

The King County Metro funding gap and proposed service cuts are of great concern to Bellevue College and the entire region and we hope that a resolution will be found to avoid impacts in Bellevue and throughout the county. We appreciate the time and effort put into the City of Bellevue Transit Master Plan and the framework of "abundant access," which provides a roadmap for a cuts scenario that preserves our primary corridors. We look forward to working with you and King County Metro to assure that vision is realized should the cuts take place in the near-term including protecting direct service to the Bellevue College campus.

Upon reviewing the King County Metro proposed Service Cuts we were extremely alarmed that service to the Bellevue College Campus would be cut for our two most well used routes, the 271 and the 245, which serve 55% of our student transit riders. Nearly a third of our students ride transit as their primary mode of transportation, which alleviates congestion in our neighborhood and throughout Bellevue. Metro's proposed re-routing of these services off campus on to 148<sup>th</sup> Ave SE would block traffic by stopping for passengers in-lane at frequent intervals. We already face complaints from students and employees that transit takes too long; adding a half-mile walk from the 148<sup>th</sup> Ave southbound bus stop to campus would only exacerbate riders' perceptions about the inconvenience of using transit, and it would significantly limit access to campus among students and faculty with mobility limitations. We should emphasize connections to population centers like Bellevue College, as more than 1,500 riders board or depart each day from this stop alone.

Bellevue College's staff have been participating in the Transit Master Plan process workshops and contributing feedback to the development of this plan. We support a robust network that encourages our students and employees to travel efficiently in Bellevue and make connections to destinations throughout the region. Given the dire tradeoffs we face, we support direct connections and streamlining coverage to make transit cost effective and operate at a meaningful frequency in primary corridors, including service to the Bellevue College.

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*Become Exceptional*

Bellevue City Council  
12/30/2013

Page 2

As our partner in the region we support the City of Bellevue Transit Master Plan vision for abundant access—including its proposal for dealing with the potential cuts we face—and we look forward to your support in preserving direct service to Bellevue College in the face of these cuts, consistent with the City's plan.

Thank you,



Ray White  
VP of Administrative Services  
Bellevue College

Enclosed: Service Cut 245 and 271 Bellevue College, one page factsheet



December 27, 2013

Bellevue City Council  
450 110<sup>th</sup> Avenue NE  
P.O. Box 90012  
Bellevue, WA 98009

Dear Council members,

The Bellevue business community is concerned about King County Metro's service reduction proposal which affects 28 of the 33 routes it operates in Bellevue. These potential cuts are proposed at a time when the need for improved bus service has never been greater. Bus travel to and from downtown Bellevue from employment centers to homes, and parts in between, helps employees, residents, and business patrons move Bellevue's economy forward.

During this time of financial uncertainty, where service cuts and fare hikes are distinct possibilities, it is imperative that that we have a consensus around a strategy for the most efficient way to distribute bus transportation resources. As an active participant in Bellevue's Transit Master Plan process at different levels of our organization we thank city staff for their outreach efforts to the business community. City staff has heard from many of our members in different settings on the importance of efficient mobility options and market-driven planning.

In May 2013 we testified in favor of the Bellevue Transit Master Plan's "Abundant Access" vision statement to the Bellevue City Council and we continue to advocate for robust bus service for all of Bellevue and the I-405 crescent. As we told the Council, we encourage the City of Bellevue to communicate strongly with King County Metro about the importance of encouraging long-term ridership growth which involves building capacity to meet future demand for transit service by: (i) providing service where there is anticipated to be high ridership; (ii) building and supporting Park & Ride facilities that help people access the transit system; (iii) improving the way people make transit connections so they can reach more destinations in less time; and, (iv) investing in enhancements such as transit priority measures and bus rapid transit.

The Chamber recognizes that the provision of cost-efficient and effective bus service necessitates making some difficult decisions. Moving toward the City of Bellevue's vision means maximizing the return on investment of limited resources which consequently has an impact on routes in Bellevue's lower density residential areas where service is less productive. After considering the difficult choices associated with a 17 percent service reduction, we suggest that if service cuts are necessary, Metro should reduce/eliminate low ridership routes before impacting service on Bellevue's most productive transit corridors.

We support the City's advocacy for robust bus service in Bellevue and the Eastside and will continue to communicate the messages we receive from our membership to you and our regional transportation agencies.

Thank you,

A handwritten signature in black ink that reads 'Tom Sulewski'.

Tom Sulewski  
Chairman of the Board of Directors

A handwritten signature in black ink that reads 'Betty Nokes'.

Betty Nokes  
President & CEO



January 14, 2014

Kevin Desmond, General Manager  
King County Metro Transit  
King Street Center  
201 S Jackson St, Rm 415  
Seattle, WA 98104-3856

Dear Mr. Desmond:

I am writing to you today in response to the serious budget deficit faced by King County Metro Transit and the service reduction proposal currently under consideration. Like all communities served by Metro, the City of Shoreline is deeply concerned about these potential cuts and would like to take this opportunity to inform you of our thoughts on this matter.

The City of Shoreline is keenly aware of the difficulties Metro is facing with a service reduction of the magnitude required should new funding revenues not be secured. Like Metro, Shoreline continues to feel the impacts of the recession and reduced sales tax revenues and understands the importance of having stable, reliable revenues to fund transportation improvements. Recognizing this, the City of Shoreline's primary legislative priority for 2014 is to advocate for local transportation funding options, specifically the King County Coalition package of a 1.5% Local Option Motor Vehicle Excise Tax, an increase in councilmanic Transportation Benefit District authority to \$40 and an 8¢ Statewide Gas Tax Increase. The City encourages King County to continue to seek additional revenue sources for transit service that would eliminate the need for system wide reductions and supports your efforts to do so.

The City is aware that Metro staff utilized the Service Guidelines to develop the service reduction proposal and that the proposal strives to preserve as much service to as many riders as possible while still providing some level of service throughout the County. We want to express our support for preservation of as much service as possible within the City of Shoreline and system wide, recognizing the need for King County Metro Transit to make system wide cuts in response to the financial situation

In reviewing the proposal, we understand the proposed reductions in Shoreline are consistent with the methodology established in the guidelines and represent a portion of the needed reductions. None of the proposed reductions are without significant impacts to riders. However, to help mitigate the loss of Route 304

(peak only route serving Richmond Beach, Richmond Highlands and Highland Terrace), we are requesting that Metro consider a modification to the proposed Route 355 that would preserve a portion of this service. Some of the Route 355 trips could be diverted from Greenwood Avenue N to Dayton Avenue N and extended north beyond Shoreline Community College to Richmond Highlands, Hillwood and Richmond Beach, replicating the travel path for Route 304 north of N 145<sup>th</sup> Street. This would be a low cost alternative and would only add a few minutes of time to each trip, but serve a larger population.

Finally, the City of Shoreline would like to commend Metro for their substantial outreach efforts to inform the public of potential cuts, including the outreach van and public meetings throughout the county. Additionally, the website is highly informative for users and provides a very thorough explanation of the changes proposed for each route in the system and why those changes are being considered.

If you have any questions or need additional information, feel free to contact Alicia McIntire, Senior Transportation Planner, at 206.801.2483.

Sincerely,



Debra S. Tarry  
City Manager

cc: Shoreline City Council  
John Norris, Assistant City Manager  
Mark Relph, Public Works Director  
Alicia McIntire, Senior Transportation Planner

*Mayor*  
Mary Jane Goss

17425 Ballinger Way NE  
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*Councilmembers*  
Tom French  
Jeff R. Johnson  
Mark Phillips  
E. John Resha III  
Catherine Stanford  
Hilda Thompson  
John A. E. Wright

January 27, 2014

Dept. of Transportation  
Metro Transit Division  
King Street Center  
201 S. Jackson St  
Seattle, WA 98104

Re: Potential Service Reductions

Dear Metro Transit:

The Lake Forest Park City Council will be meeting at the same hour you will be presenting reduction options and will be unable to attend your outreach event in our City Hall. The Mayor and Council have discussed the service reduction proposals and have the following input.

- **Access:** The proposed reductions are magnified in Lake Forest Park. Access is difficult due to the topography and lack of a traditional street grid. Access difficulty is exacerbated by lack of a park and ride facility without our citizens back-tracking to already full facilities in Kenmore. Those lucky enough to have a job in Lake Forest Park have little incentive to ride the bus at \$2.50 each way to go 10-20 blocks.
- **Local Routes:** Only one local route (308) serves Lake Forest Park. It is underutilized perhaps because it comes close to a small portion of our homes. Even so, due to the transit access problem in general, this route should be the last to be dropped. Before dropping it, your route planners should look for a way to have the only local route touch more Lake Forest Park homes for better circulation and increased fare-box collections.
- **Express Routes:** Lake Forest Park is served by outstanding express options, some of which are being proposed to be modified. Those who access them do it by way of parking on nearby neighborhood streets or by being dropped-off by a family member. They are often greeted by an express bus passing them because it is full of passengers, and hoping that one bus in that half-hour's bus platoon will have space. Anything that will reduce options for our commuters to get a seat is moving in the wrong direction. Also, our citizens use the 342 route to go to Bellevue. The proposed reductions drop service in Lake Forest Park and

will force them to drive and compete for a spot in the jam-packed Kenmore surface lots.

- Look to the Future: The funding crisis is forcing Metro Transit to make difficult and bad decisions. Ridership trends show it is time to grow the system, improve access and parking options, plan together the integrated light-rail system of the future, plan so that all those in the metro area have an equal opportunity to use it and plan for long-term stable funding. If you cannot plan for Metro to rise from the ashes, then we will ask that you go "back to the future" and move the fare boundary back out to at least Ballinger Way.

Sincerely,



Mary Jane Goss, Mayor



February 3, 2014

Mr. Kevin Desmond  
Manager, King County Metro  
King Street Center  
201 S. Jackson Street, Room 415  
Seattle, WA 98104-3856

RE: Comments on King County Metro Transit Service Cut Proposal

Dear Mr. Desmond:

Thank you for the opportunity to comment on the proposed transit service cut proposal that was announced on November 7, 2013. We recognize that King County Metro is facing unprecedented reductions in service to bring expenditures in line with revenues. Service in Redmond will be impacted by these proposed cuts; of the 18 routes serving Redmond, six routes would be eliminated, eight routes would be revised, and four routes would remain unchanged. The City requests the following changes to the service cut proposal to mitigate some of the most significant impacts to the Redmond community.

1. Preserve service along Willows Road. Willows Road is a significant employment center with over 5,500 jobs and over 1,000 students. The Willows Road corridor is used as an alternative to I-405; construction for the widening of I-405 and express toll lanes will place even more travel demand on Willows Road. Under the cut proposal, routes 244 and 930 would be deleted, eliminating all service along Willows Road. Metro's rationale for the elimination of this service is that it is part of a service restructure. However, in a reduction scenario, as we are facing now, this corridor is identified as the lowest priority (priority 4) for reductions, per the 2013 Service Guidelines Report. The Report also identifies this corridor as needing additional service under the Service Guidelines. Most importantly, this is the only example of a significant employment center in King County that would lose transit service entirely as a result of this cut proposal.
2. Maintain consistent opportunities for Transit Now Partnerships. The Cities of Sammamish, Issaquah, and Redmond, together with Microsoft, are service partners with Metro for two Transit Now partnership routes, the 244 and 269. Transit Now Partnerships should continue to be implemented as a tool to provide transit service to a community. The partnership share of costs should remain consistent for all partnership in the county. It is important that the partnerships for routes 244 and 269 continue to be implemented.

Mr. Kevin Desmond  
February 3, 2014  
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3. Work with Sound Transit, to ensure that there is capacity available on Sound Transit routes.  
Three of the five Metro commuter routes between Redmond and Seattle are proposed for elimination. The primary alternative identified for these service reductions is the Sound Transit Route 545, which is currently full during significant portions of the day, and has very little capacity to absorb riders.

If you have any questions regarding our comments, please feel free to contact Chester Knapp, Senior Planner, at (425) 556-2476, or Erika Vandenbrande, Economic Development Manager, at (425) 556-2457.

Sincerely,



John Marchione  
Mayor

cc: Victor Obeso, Manager, Metro Service Department  
Redmond City Council