



Southeast King County Alternative Services Delivery

Public Engagement Report

April 1 – June 4, 2015

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King County Department of Transportation Communications

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Outreach Plan and Activities

Overview

The King County Council approved funding in Metro's 2015-2016 budget to expand our alternative services program, which finds new ways to provide transportation services in communities where regular fixed-route bus service isn't available or isn't the best fit.

Metro is working in partnership with local communities to develop innovative, customized services to meet their particular transportation needs in a cost-effective way. Alternative services might include shuttles operated through a partnership between Metro and a community agency, flexible ridesharing that uses an app to connect people, or a local transportation center that offers a variety of resources for getting around.

The council's adopted five-year implementation plan for alternative service delivery identified southeast King County as a demonstration project area. The plan also specifies an approach for working collaboratively with the community to understand mobility needs and to design and launch alternative services that could meet those needs.

Metro convened a working group with representatives from local jurisdictions, health and human service providers, and school district transportation officials. With their help and guidance, Metro reached out to residents and transit riders in southeast King County to learn more about their transportation needs—especially between Enumclaw, Renton, and Auburn. Metro's goal was to develop potential alternative services and collect feedback on those alternatives from the public.

This report describes Metro's outreach process and documents what we heard from the public in southeast King County.

Outreach

Goals

- Give those who will be affected by this change the ability to shape its outcome.
- Engage all communities in a way that promotes and fosters trust.
- Empower people to play active roles in shaping service changes.
- Support community-based solutions.
- Be responsible and accountable to the public.
- Assure customer and public access to accurate and understandable information.

Process

We did outreach in two phases. The focus of the first phase was to gather feedback about how people were using existing transit service—what's working, what's not, and how things could be improved. We learned about some of the key challenges with using public transportation in this area.

The focus of the second phase of outreach was to share some new alternative service concepts that might address the challenges identified during Phase 1, and asking both riders and potential riders what they think about those concepts. In a planned third phase of outreach, we will let the public know which alternatives we have chosen with the help of their feedback.

Key stakeholders and target populations

In both completed phases of outreach, we sought to involve the following stakeholders or populations.

- Current riders of routes 143, 907, 186, and 915
- Employees of Commute Trip Reduction-affected worksites
- Current users of existing alternative services
- High school and community college students and their families
- Residents, employers, and underrepresented populations in Covington, Black Diamond, Auburn, Enumclaw, Fairwood, Maple Valley, Renton, and unincorporated King County

Working group

In addition to the public outreach process, we created a working group to provide guidance on what if any alternative transportation services might best meet the needs of local communities, and how those services might be funded. Members included representatives of various jurisdictions and transit users, and served as liaisons between their constituents and Metro.

Working group members are also key to the success of future alternative services, as they are potential partners in the launch, operation, and evaluation of the pilot alternatives chosen and implemented. (See Appendix F: Working Group for a list of invited and participating working group members and summaries of group meetings.)

Phase 1: April 21-May 5, 2015

Goals

Engage existing and potential future riders in sharing...

- How they are using public transportation today and how it's working for them.
- If they are not using public transportation, why not.
- What's most important in terms of public transportation in these communities, including places served and design features.
- Their general awareness and/or experience of existing alternative service options.

How we let people know they could participate

- **Transit alerts sent to route subscribers**—an email or text message was delivered to approximately 3,257 subscribers to routes DART 907, DART 915, 143, 168, and 186. The message had a 10 percent open rate and a 1 percent click rate.
- **Take-away cards**—We distributed 1,000 take-away cards to riders at transit centers and at various other face-to-face activities; to DART operators to put on buses; and to locations we were not able to reach with a presentation or info table via U.S. Mail.

- **News release, media coverage**—We sent a news release to the Auburn Reporter, Maple Valley Reporter, Renton Reporter, Enumclaw Courier-Herald, Enumclaw Patch, Voice of the Valley, Seattle Times, and Seattle Transit Blog. The Voice of the Valley and Covington-Maple Valley Reporter published articles about the project.
- **Promotion by working group members**—Members of our working group promoted the outreach to their networks via email, media, and social media.

How we gathered feedback

- **Online survey**—At the end of the outreach period, 660 people had completed the online survey (see Appendix A: Online Survey Questions (Phase 1) and Appendix H: Survey Responses (Phase 1)).
- **Onboard conversations with riders**—Metro staff members rode DART routes 907 and 915 and spoke with riders onboard.
- **Other face-to-face conversations**—Staff members spoke with riders at the Renton and Auburn transit centers, with the goal of reaching riders of routes 143 and 186. In addition, staff members talked with people at the Enumclaw and Greater Maple Valley senior centers, Auburn YMCA, and Green River College.

Phase 2: May 22-June 4, 2015

Goals

- Engage current and future riders in learning about new alternative service concepts.
- Receive feedback about the alternative service concepts.
- Receive feedback about changes to DART routes 907 and 915.
- Identify what's most important for public transportation in these communities (places served and design features).
- Learn about general awareness and/or experience of existing alternative service options and what would influence people to use them.

How we let people know they could participate

- **Transit alerts sent to route subscribers**—We sent an email or text message to approximately 3,272 subscribers to routes DART 907, DART 915, 143, 168, and 186. The message had an open rate of 15 percent and a click rate of 6 percent.
- **Email to Phase 1 participants**—We sent an email to people who participated in the first phase of outreach and provided their email addresses so we could keep them informed about the project.
- **Take-away cards**—We distributed 800 take-away cards to riders at transit centers and at various other face-to-face activities; to DART operators to put on buses; and to locations we were not able to reach with a presentation or info table via U.S. Mail.

- **News release, media coverage**—We sent a news release to the Auburn Reporter, Covington-Maple Valley Reporter, Renton Reporter, Enumclaw Courier-Herald, Enumclaw Patch, Voice of the Valley, Seattle Times, and Seattle Transit Blog. The Voice of the Valley and the Covington-Maple Valley Reporter published articles about the project.
- **Working group activities**—Working group members helped spread the word to their networks via email, media, and social media.

Methods for gathering feedback

- **Online survey**—By the end of the outreach period, 137 people had completed the online survey (see Appendix B: Online Survey Questions (Phase 2) and Appendix I: Survey Responses (Phase 2)).
- **Public meetings**—Metro hosted two public meetings, on May 26 in Auburn and on May 28 in Maple Valley (both from 5:30 to 7:30 p.m.). Each meeting was attended by about 10 people. Though few in number, the participants represented a variety of unique and important perspectives on transit riding in southeast King County.
- **Onboard conversations with riders**—Metro staff members rode DART routes 907 and 915 and spoke with about 50 riders.
- **Other face-to-face conversations**—Metro staff members spoke with riders at the Renton and Auburn transit centers, with the goal of reaching riders of routes 143 and 186. Staff members also talked with people at the Greater Maple Valley Senior Center, presented to the South County Area Transportation Board, and met directly with leaders at Green River College.

Outreach timeline

Working group meetings

The working group was convened in March, met before and after each phase of outreach, and continued to meet to design the partnership for implementing the chosen alternative services.

To date, the group has met six times in Covington’s City Hall:

- Meeting 1: March 31, 2-4 p.m.
- Meeting 2: April 14, 2-4 p.m.
- Meeting 3: May 12, 2-5 p.m.
- Meeting 4: June 9, 2-4 p.m.
- Meeting 5: June 23, 2-4 p.m.
- Meeting 6: July 28, 2-4 p.m.

Phase 1 outreach

Phase 1 outreach began April 21, with the following components:

- Project content went live on Metro’s Have a Say website, including an online survey and a calendar of outreach events.
- News release.
- Blog post, social media.
- E-notifications.
- A slide added to the scroller on Metro’s home page.
- Working group members began reaching out via email, media, and social media.

Staff members did in-person outreach and rider interviews on April 21, 22, and 23 onboard routes 907 and 915 and at the Auburn Station and Renton Transit Center.

Staff members made two interactive presentations...

- April 22 – Enumclaw Senior Center
- April 29 – Greater Maple Valley Community Center

...and hosted information tables at two events:

- April 24 – Green River College info table
- April 25 – Healthy Kids Day in Auburn



Photo 1: Info table, Healthy Kids Day in Auburn (April 25, 2015)

The online survey and comment period closed May 5.

Staff members summarized the feedback we had received and drafted alternative service concepts to share with the working group. The group reflected on feedback received and further refined potential alternative service concepts to present for public feedback in Phase 2.

Phase 2 outreach

Phase 2 outreach began May 21, with the following components:

- Updated content on Metro’s Have a Say website, including information about the potential alternative service concepts, a new survey, and an updated calendar of events.
- A reminder news release.
- Blog post and social media posts.
- E-notifications.
- Metro Online: homepage slide.
- Working group members reached out via email, media, and social media

Staff members hosted two open houses:

- May 26 – Auburn Parks, Arts and Recreation Administration Building, 5:30-7:30 p.m.
- May 28 – Greater Maple Valley Community Center, 5:30-7:30 p.m.

Staff members did in-person outreach and rider interviews the weeks of May 21 and May 28 onboard DART routes 907 and 915 and at Auburn Station and the Renton Transit Center. Staff members also returned to the Greater Maple Valley Community Center on May 27 to facilitate an interactive presentation.

The online survey and comment period closed June 4.



Photo 2: Open house at the Greater Maple Valley Community Center (May 28, 2015)

Public Feedback Summary: Phase 1

Online survey

Who we heard from

We asked survey respondents what community they live in. The following table breaks down their answers, starting with the most-listed communities, and includes what people wrote in if they marked “Other (please specify).”

Response	Percentage	Count
Auburn	70%	461
Maple Valley	8%	51
Covington	5%	31
Unincorporated King County	3%	19
Kent	3%	19
Renton	2%	13
Lakeland Hills	1%	8
Enumclaw	1%	6
Black Diamond	1%	4
Puyallup	1%	4
Federal Way	1%	4
Pacific	1%	4
Fairwood	0%	3
Des Moines	0%	3
Other	0%	3
Lea Hill	0%	2
SeaTac	0%	2
Buckley	0%	2
Lake Tapps	0%	2
Seattle	0%	2
West Hill	0%	1
Bonney Lake	0%	1
Graham	0%	1
Algona	0%	1
Cumberland	0%	1
Redmond	0%	1
Tacoma	0%	1
Edmonds	0%	1
Sammamish	0%	1

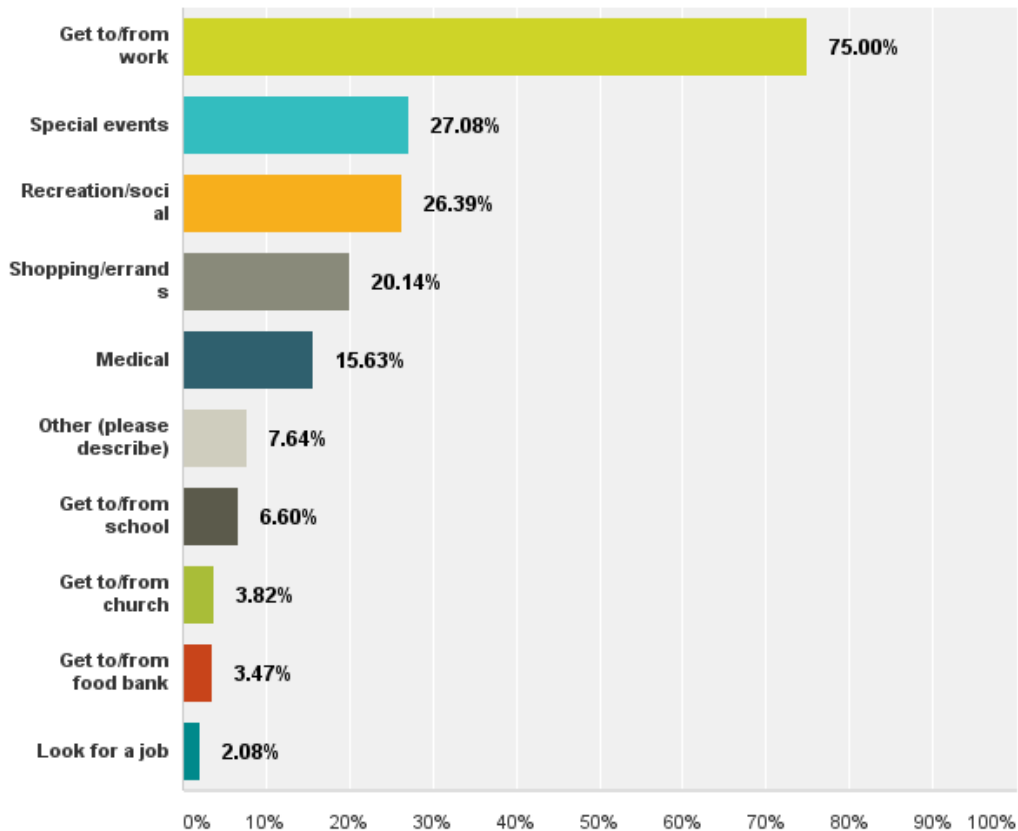
Just over half (52 percent) of respondents said they use public transit buses or trains. Here are the percentages who said they ride the specific routes we asked about three or more times per week:

- Sounder Train—nearly 50 percent
- Route 143—17 percent
- Route 186—5 percent
- DART 907—2 percent
- DART 915—5 percent

They said they use these routes and others in the following ways:

Q5 How do you use these routes? (check all that apply)

Answered: 288 Skipped: 377

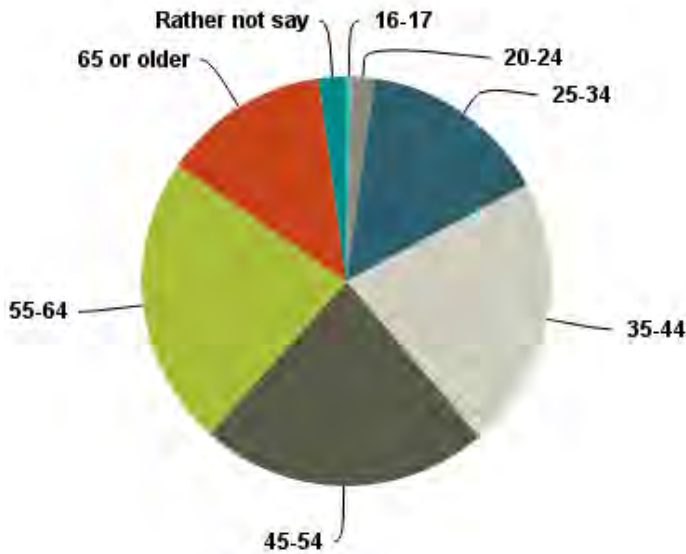


Almost 70 percent of respondents said they reach transit by car, while 40 percent walk to their bus stops. Sixteen percent said they take transit to a transit center or park-and-ride. Six percent said they ride bikes to reach transit.

The following charts illustrate some of the demographics of survey respondents who answered these questions.

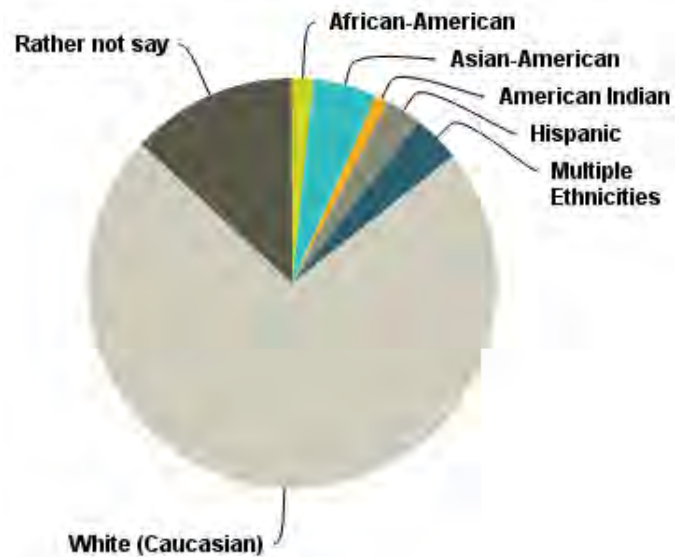
Q20 What is your age?

Answered: 506 Skipped: 159



Q22 Do you consider yourself...

Answered: 494 Skipped: 171

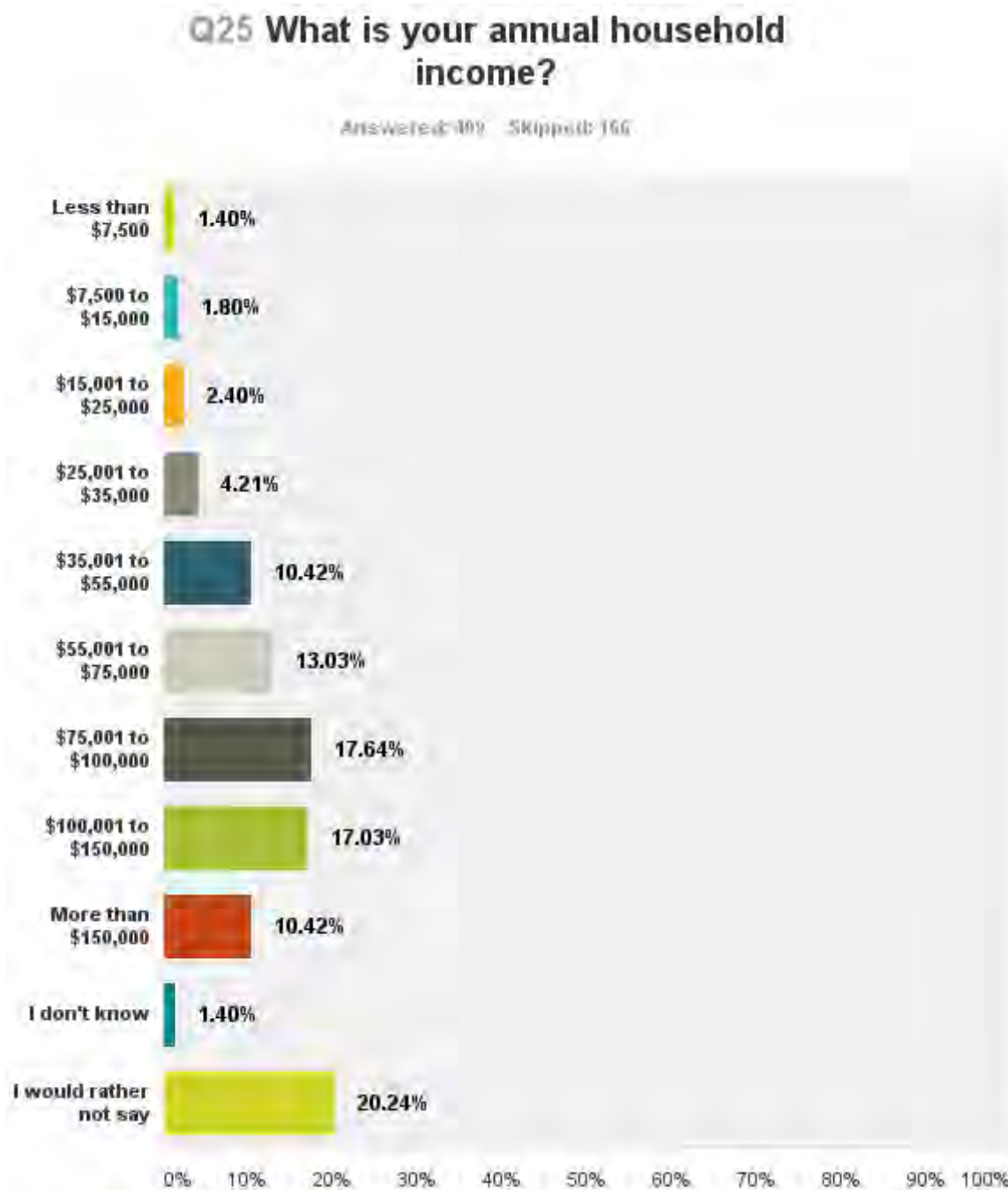


Seventy-two percent of survey responders identified themselves as white (Caucasian); 14 percent chose African-American, Asian-American, American Indian, Hispanic, or multiple ethnicities. Another 13 percent indicated they would rather not say.

Ninety-eight percent of survey respondents said English is the primary language they speak at home. Other languages chosen by survey responders include Amharic, Chinese, Punjabi, Russian, Somali, Spanish, Ukrainian, and Vietnamese.

Twenty-three percent of respondents said they have a disability. Six percent said they do not have access to a car or truck for personal use.

The following chart breaks down the annual household incomes of survey respondents.



What we heard

We asked people to tell us the **three most common destinations they go to now using public transit**. The following table summarizes their responses.

Response	Percentage	Count
South Lake Union	33%	192
Downtown Seattle (incl. downtown retail, Pike Place Market, offices)	24%	141
South end of downtown Seattle (incl. stadiums, SODO, King Street Station)	9%	50
Downtown Auburn (incl. Auburn Station, Auburn Transit Center)	6%	37
Kent (incl. Kent Station)	3%	20
Bellevue	3%	15
Southcenter	2%	13
Tacoma	1%	8
Federal Way	1%	7
Harborview	1%	6
Renton	1%	6
Group Health - Federal Way	1%	5
Puyallup	1%	5
Auburn Outlet Collection	1%	4
SeaTac Airport	1%	4
Swedish Medical Center - First Hill	1%	4
Queen Anne	1%	4
Covington (including Covington Square)	1%	3
Enumclaw	1%	3
Lakeland Hills	1%	3
Maple Valley (including Four Corners)	1%	3
SuperMall	1%	3
Tukwila Sounder Station	1%	3
UW Medical Center/UW	1%	3
VA Hospital	1%	3
Auburn Senior Center	0%	2
Green River College	0%	2
Issaquah	0%	2
Lea Hill	0%	2
Tukwila Light Rail	0%	2
Virginia Mason - First Hill	0%	2
Auburn YMCA	0%	2

Response	Percentage	Count
Edmonds	0%	2
Boeing-Tukwila	0%	1
Burien	0%	1
Evergreen Health	0%	1
Fremont	0%	1
Group Health - Capitol Hill	0%	1
Group Health - Kent	0%	1
IKEA	0%	1
Kent East Hill	0%	1
Kent Senior Center	0%	1
Multicare - Kent	0%	1
Overlake Transit Center	0%	1
Providence Health Services - Renton	0%	1
Raisbeck Aviation High School	0%	1
SeaMar - Kent	0%	1
SeaTac	0%	1
Seattle Pacific University	0%	1
Tukwila	0%	1
Wilderness Village	0%	1
Valley Health	0%	1
Seattle University	0%	1
Valley Cities Counseling	0%	1
Seattle Central College	0%	1
Southeast Seattle	0%	1
Eastgate-Factoria	0%	1
Redmond	0%	1

We also asked where people would like to go by transit that they can't reach via transit now. Many of the destinations are similar. Many people mentioned they would like to get to these places faster than they can now on transit or at times they can't get there now – e.g. on the weekend.

Response	Percentage	Count
Downtown Seattle (incl. downtown retail, Pike Place Market, offices)	12%	47
Downtown Auburn (including Auburn Station, Auburn TC)	9%	33
Southend of downtown Seattle (including stadiums, SODO, King Street Station)	6%	21
Bellevue	5%	20
Tacoma	5%	18
Federal Way	4%	17
SeaTac Airport	4%	15
Renton	3%	13
Kent (including Kent Station)	2%	9
Redmond (includes Microsoft, Nintendo)	2%	9
Covington (including Covington Square)	2%	8
Lakeland Hills	2%	8
Issaquah	2%	7
Maple Valley (including Four Corners)	2%	7
UW Medical Center/UW	2%	7
Puyallup	2%	6
South Lake Union	2%	6
Southcenter	2%	6
Weekend service to Renton, Seattle, Bellevue, Woodinville, Muckleshoot Casino, Enumclaw, Kirkland	2%	6
Eastgate-Factoria	1%	5
Des Moines	1%	5
Auburn Outlet Collection	1%	4
Green River College	1%	4
SuperMall	1%	4
Lacey/Olympia/Tumwater	1%	4
Kirkland (incl. South Kirkland Park-and-Ride)	1%	4
Joint Base Lewis McChord	1%	4
Sumner	1%	4
Greater Maple Valley Community Center	1%	4
West Seattle	1%	4

Response	Percentage	Count
Enumclaw	1%	3
Kent East Hill	1%	3
Lea Hill	1%	3
Tukwila	1%	3
Belltown	1%	3
Auburn Senior Center	1%	2
Burien	1%	2
Multicare - Kent	1%	2
Queen Anne	1%	2
Tukwila Light Rail	1%	2
Valley Medical	1%	2
Auburn Black Diamond Road (midday)	1%	2
Federal Way Community Center	1%	2
Everett	1%	2
South Park	1%	2
Bonney Lake (incl. Bonney Lake High School)	1%	2
White River Amphitheater	1%	2
Harborview	0%	1
IKEA	0%	1
Swedish Medical Center - First Hill	0%	1
VA Hospital	0%	1
Wilderness Village	0%	1
Auburn Food Bank	0%	1
Bellevue College	0%	1
Bothell	0%	1
Beacon Hill	0%	1
Capitol Hill	0%	1
Denny Regrade	0%	1
Kentwood High School	0%	1
Green Lake	0%	1
Muckleshoot Casino	0%	1
Kent Meridian Park & Ride	0%	1
King County Aquatic Center	0%	1
Seattle Center	0%	1
Polyclinic-First Hill	0%	1
Swedish Medical Center - Cherry Hill	0%	1

Response	Percentage	Count
Wallingford	0%	1
Buckley	0%	1
Swedish Medical Center - Issaquah	0%	1
Emerald Downs	0%	1
Auburn Public Library	0%	1
Shoreline	0%	1
Renton Technical College	0%	1
Snoqualmie	0%	1
Eastlake	0%	1
Auburn - FAA	0%	1
Renton Highlands	0%	1
Woodinville	0%	1
Mukilteo	0%	1
King County Airport	0%	1

We asked survey participants to tell us what barriers they perceive to taking public transit. The following chart depicts **what people identified as “significant barriers” to taking transit.**

Response	Percentage	Count
Transit routes don’t go where I want to go	49%	267
Overall frequency of service	47%	258
Having to plan around transit schedules	43%	239
Lack of service after 6 p.m.	43%	237
Lack of service on weekends	41%	229
Time it takes to travel by transit	41%	228
Lack of parking at park-and-ride	38%	213
Work/school hours are irregular	21%	117
Overcrowded	21%	114
Need a car during the day	20%	109
Concerns about personal safety while waiting for or riding transit	19%	103
Not knowing how to use the transit system	9%	48
Concern about riding transit because of a disability	4%	24

We asked about people’s **awareness of alternative services.** Survey respondents said they were least familiar with Taxi Scrip, Access paratransit, and community shuttle services (such as the Hyde Shuttle). They were most familiar with carpools, Vanpool and Vanshares, and car shares.

Fifty-two percent of responders said they would be willing to try a carpool, Vanpool, or Vanshare sponsored by Metro.

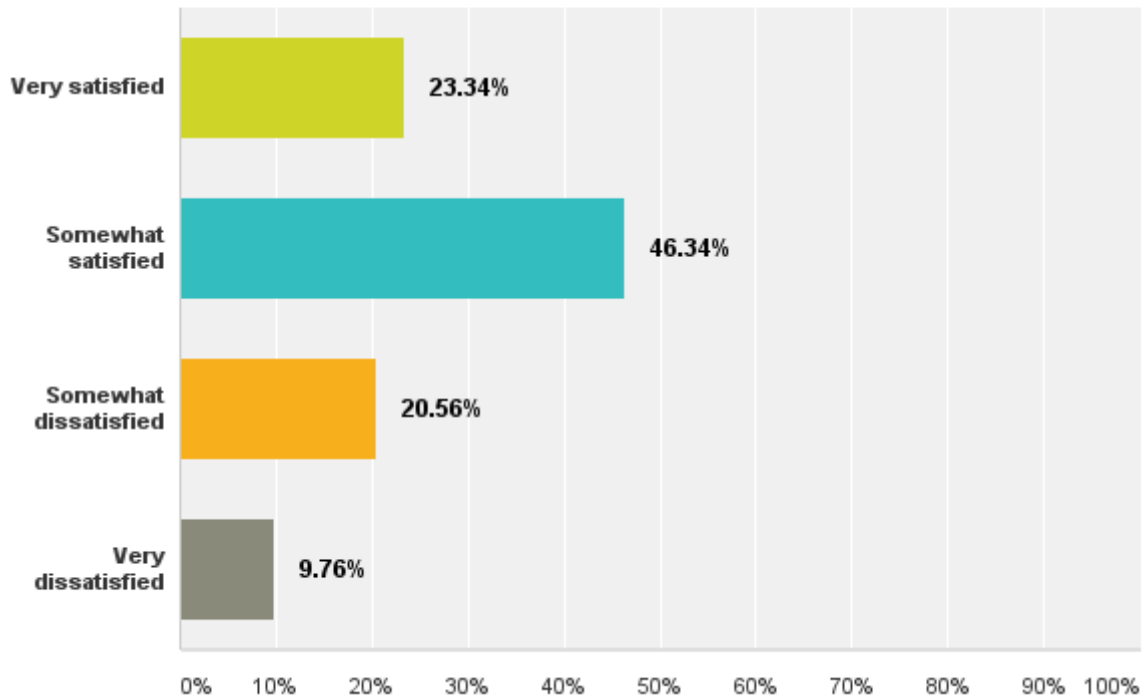
We asked those who had experience with any of the alternative services listed in the survey what those experiences were like. They told us the following about these alternatives.

Response	Percentage	Count
Work well	27%	23
Have too limited a schedule	6%	5
Don't provide parking at Sounder stations	6%	5
Have poor customer service	5%	4
Didn't work out because of group conflict	5%	4
Are too expensive	3%	3
Car2Go is great for short trips	3%	3
Are too difficult to use	3%	3
Didn't work to find a match	3%	3
Too hard to fit my schedule	2%	2
Offer poor vehicle quality	1%	1
Lost service when fixed-route cuts were made	1%	1
Are too unreliable	1%	2
Are too restrictive	1%	1
Other customers are filthy	1%	1
Are too inconvenient	1%	1
Access takes too much time out of day	1%	1
Provide great customer service	1%	1
Were great when they were available (in reference to the Greater Maple Valley Community Center's Southeast Regional Shuttle)	1%	1

We asked **how satisfied people are with their current service** and **what they would like to see improved**. Their responses are shown in the chart below.

Q9 Generally, how satisfied are you with the transit routes you use?

Answered: 287 Skipped: 378



Those who ride transit told us how service is working for them and how it could be improved. The following chart lists key themes in their responses.

Response	Percentage	Count
Lack of parking	14%	42
Good, works for me	11%	33
Train or bus service is unreliable	11%	32
Need more service	10%	30
Overcrowded	7%	22
Need more train service on weekends, midday, late night, reverse commute	6%	19
Takes too long	6%	19
More service – increase frequency, add trips	6%	19
Doesn't go where I need it to go	5%	14
More service after 6 pm	3%	10
More service during “shoulder peak”	3%	9

Response	Percentage	Count
Upset about cancelled routes (e.g. 152)	3%	8
Unexpected trips are too difficult	2%	6
More service on weekends	2%	6
More service on Pierce Transit Route 497	2%	5
It's inaccessible (have to travel too far to reach it)	2%	5
Extend the light rail or train service	2%	5
If train cancelled, emergency buses and better communication are needed	1%	4
Long waits to make connections	1%	4
It's unsafe	1%	3
Add a park-and-ride in Enumclaw	1%	2
Change the vehicle size – e.g. use a bigger bus for Route 180?	1%	2
More service late at night	0%	1
Concern about more cuts	0%	1
Taking the bus is inconvenient or stressful	0%	1
Need more express service	0%	1
Better coordination needed between agencies	0%	1

We asked what would be most important to people **if fixed route service were to be supplemented with or changed to provide some form of alternative service**. Survey respondents told us **the following factors are important to them**, from most to least important.

Response	Percentage	Count
Picks me up near my house	44%	200
Guaranteed parking at my transit facility or park-and-ride	42%	188
Costs the same as, or less than, current transit service	39%	177
Is available on the weekend	39%	177
Connects me to express train or bus service	39%	176
Operates on a consistent route	35%	159
Is available at night	31%	141
Gets me to the same destinations or transfer points	30%	134
Gets me to destinations I can't get to now by transit	29%	133
Meets the needs of people who are transit-dependent, disabled, or elderly, or who have low incomes	22%	101
Provides service during the same times of day	17%	77
Secure parking for my bike at my transit facility or park-and-ride	11%	48

Response	Percentage	Count
Looks like a Metro service/has Metro branding	8%	37

When asked if there was **anything else they'd like to share with us about public transportation** in their communities, including any suggestions for change, here were their responses:

Response	Percentage	Count
More express service, direct routes	17%	16
Add parking or park-and-rides	11%	10
More service on trains	11%	10
Shorten trip time	7%	7
Increase reliability	5%	5
More service on weekends	5%	5
Thank you	4%	4
More service during evenings	4%	4
Change vehicle type to match demand	4%	4
Decrease taxes, we don't need transit	3%	3
Increase fares, enforce fare payment	3%	3
Increase service	3%	3
Add bike lanes, walking paths	2%	2
Improve safety	2%	2
More light rail service	2%	2
Improve frequency	2%	2
More service to park-and-rides, transit centers	2%	2
Too many service providers	2%	2
Make shelter improvements	1%	1
Charge a fee at park-and-rides	1%	1
Create an Auburn shopper shuttle like Kent's	1%	1
Make better connections between systems	1%	1
Improve cleanliness	1%	1
When train breaks down, add bus service	1%	1
Make it more cost effective	1%	1
Increase Vanpools	1%	1
Don't cut more service	1%	1

In-person survey results

Methods to collect information survey data:

- On-board conversations with riders on the 915 and 907 and with riders at Auburn and Renton Transit Centers
- Enumclaw Senior Lunch, Greater Maple Valley Community Center Senior Lunch, Green River College, Auburn Healthy Kids Day

Question Asked: if service in your community were changed or supplemented with a new transportation service, what would be most important to you for using a new service?

Summary of comments

Total people reached144
 Commuters 84
 Mid-Day 60

Type of Comment	Totals			Percentage of Subtotal	
	All Comments	Commuter	Midday	Commuter	Midday
Service later in the evening	41	16	25	19%	42%
More frequency	40	28	12	33%	20%
Better reliability	29	21	8	25%	13%
Provide (more) Sunday service	23	11	12	13%	20%
Provide (more) Saturday service	14	7	7	8%	12%
Improve quality/cleanliness of facilities	11	9	2	11%	3%
Increase speed of service	7	3	4	4%	7%
Reduce or maintain the current cost of trip	7	6	1	7%	2%
Increase coverage	6	2	4	2%	7%
Reduce crowding	5	2	3	2%	5%
Provide shorter transfers	4	0	4	0%	7%
Drivers should be more professional	4	0	4	0%	7%
Expand park-and-ride supply	3	3	0	4%	0%

Public Feedback Summary: Phase 2

Online survey

Who we heard from

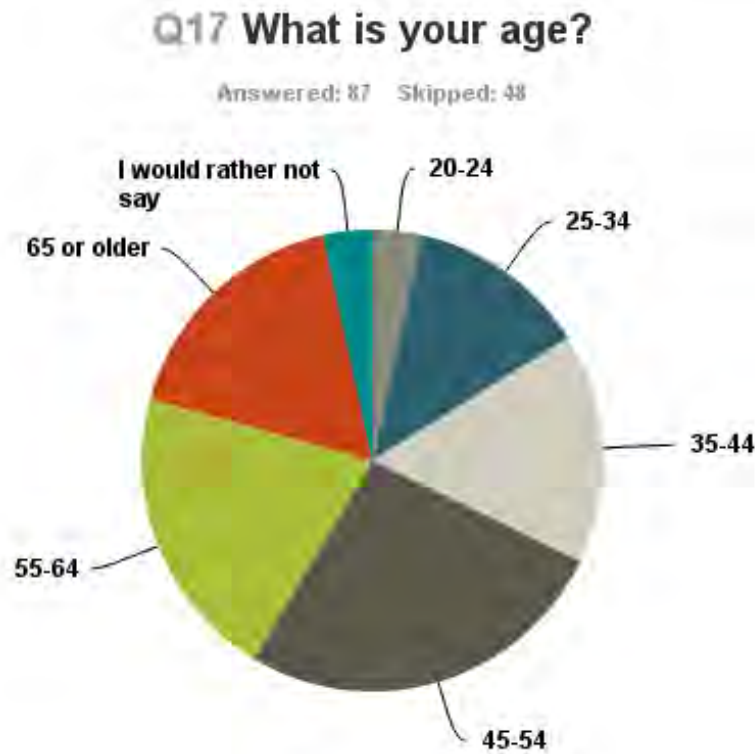
We asked survey respondents what communities they lived in. The following table shows their responses, including answers people wrote in if they marked “Other (please specify).”

Response	Percentage	Count
Auburn	28%	37
Maple Valley	20%	26
Renton	11%	14
Unincorporated King County	8%	10
Enumclaw	7%	9
Kent	5%	6
Seattle	5%	6
Covington	4%	5
Fairwood	4%	5
Black Diamond	2%	3
SeaTac	2%	2
Puyallup	1%	1
Federal Way	1%	1
Pacific	1%	1
Bellevue	1%	1
Lake Tapps	1%	1
Burien	1%	1
Tacoma	1%	1

Seventy-three percent of respondents told us they use public transit buses or trains (see breakdown below) either occasionally, one to two days a week, or three or more days a week.

- Sounder Train—50
- Route 143—31
- Route 168—21
- Route 186—16
- DART 907—16
- DART 915—14

The following charts illustrate some demographic details of survey respondents who answered these questions.



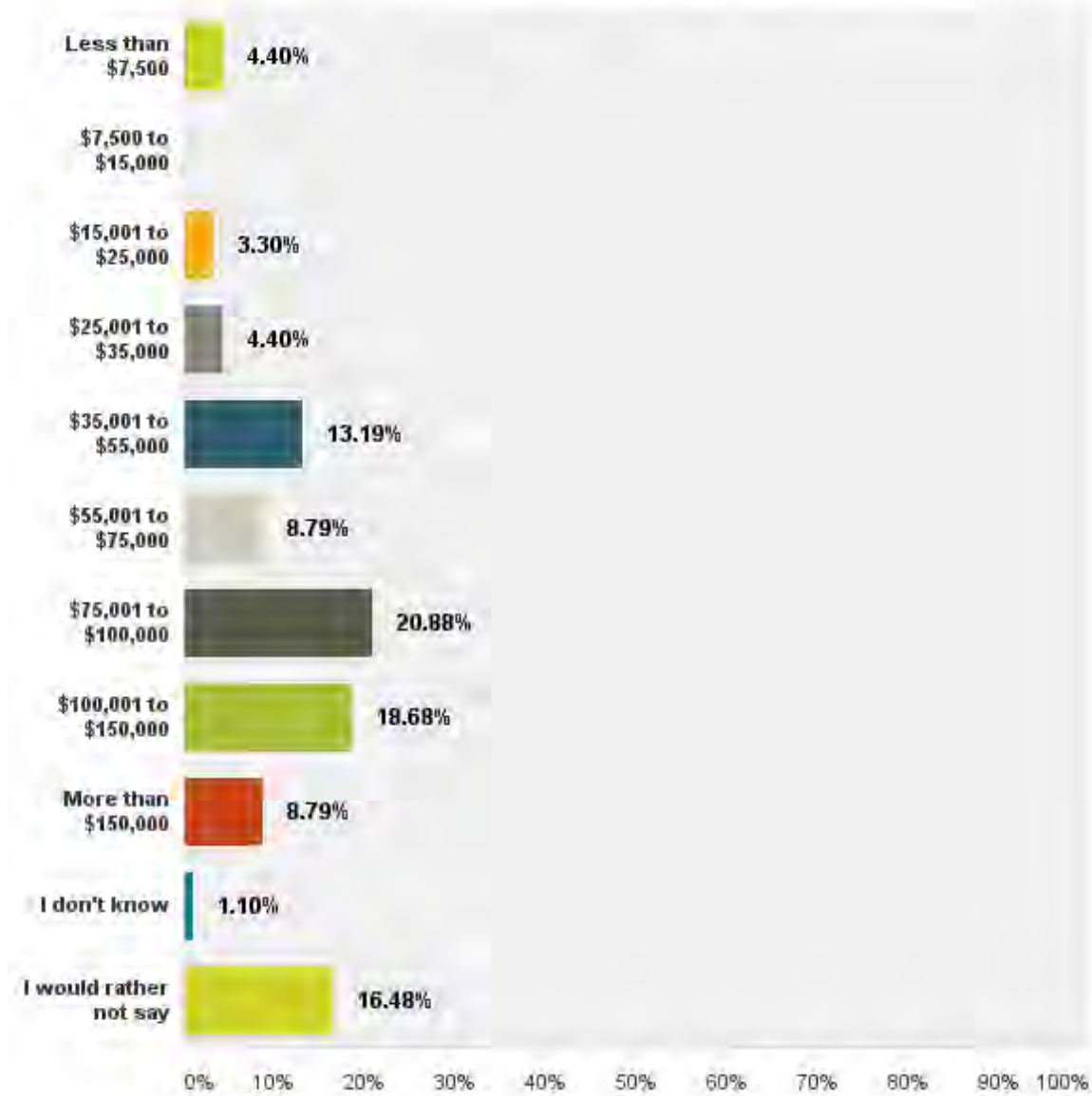
Seventy-three percent of survey responders described themselves as white (Caucasian); 18 percent as African-American, Asian-American, American Indian, Hispanic, or multiple ethnicities. Another nine percent said they would rather not say.

Eighteen percent said they have a mobility, vision, hearing, or cognitive disability. Eleven percent said they do not have access to a car or truck for personal use.

The next chart shows a breakdown of the annual household incomes reported by survey responders.

Q22 What is your annual household income?

Answers: 91 Skipped: 41



What we heard

After explaining what we heard during our first phase of outreach, we described each concept for potential alternative service and asked people to tell us whether they would take advantage of such a service. For the concepts to change routes 907 and/or 915, we asked people to tell us which option they preferred.

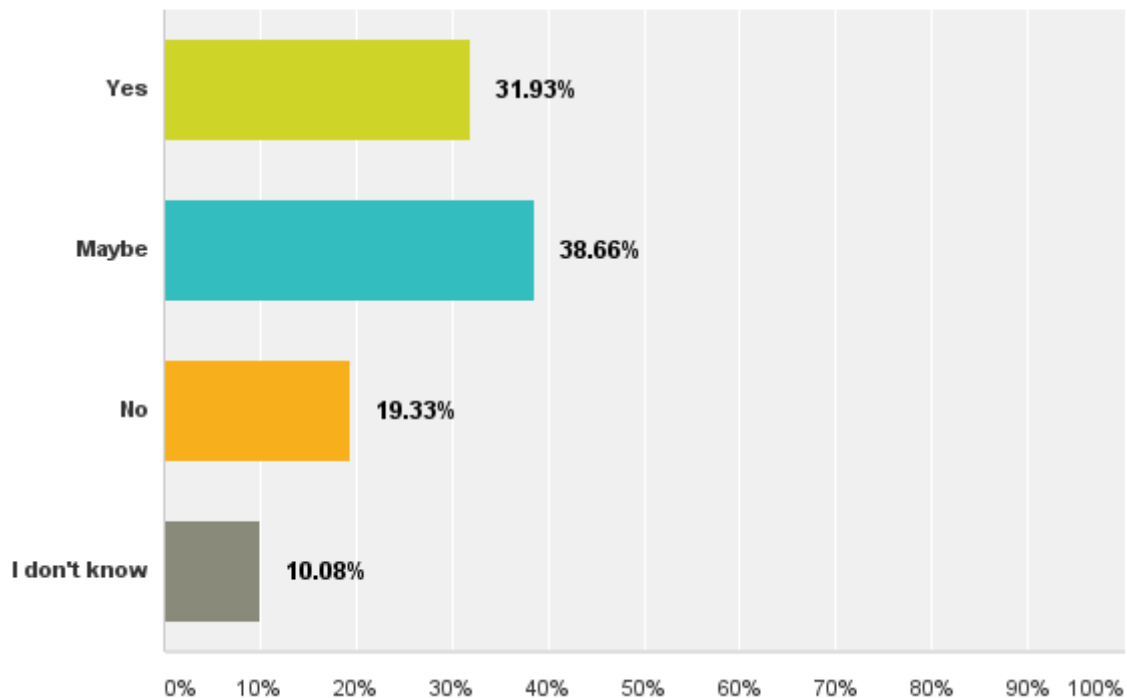
About the “Emergency Ride Home” concept

Some community members have access to Metro's guaranteed ride home program through their employers or Metro Vanpool programs, but many do not. This concept would provide

rides home for riders who miss their connecting routes in Renton or Auburn in the evenings or weekends when fixed-route service is no longer running. The rides would cover the last leg of their trips to get them home. The service could be provided with Metro TripPool vehicles stationed at transit centers, or with taxis or a transportation network company (such as Uber or Lyft). Riders would need to pre-register.

Q5 If a program like this was available to you today, would you use it?

Answered: 119 Skipped: 16



Those who expressed interest in this type of program gave the following reasons:

- They would feel more secure knowing they would have an option for getting home if they missed the last bus.
- They would feel safer knowing they had an option to get home without having to wait for an alternative.

Those who said they were not interested fell into the following categories:

- They already have access to a program like this through their employers.
- They don't travel often enough to have a need for this type of service.
- They don't have access to the technology to use it or feel it's too complicated for them.
- They feel Metro needs to provide more bus service in their community.

Concerns expressed about this type of service included:

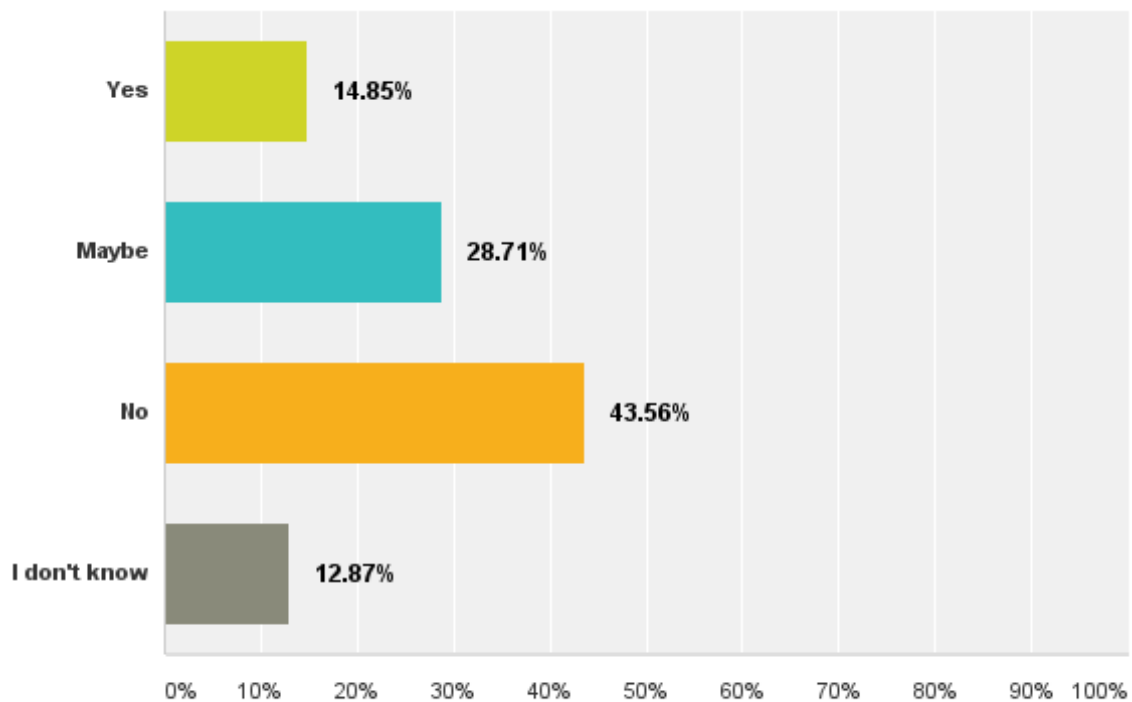
- Would it be accessible for people with disabilities?
- Would there be limits on how many times a person could use it?
- How much would it cost?

About the Vanpool and TripPool concepts

Concept: Vanpools—Due to limited fixed-route bus service and long travel distances, ridesharing in a vanpool could be a good option for commuters traveling to similar areas. Metro Vanpools are groups of five or more commuters with two volunteer drivers who pay a monthly fare to keep and use a Metro van for commuting to work. Metro and local partners could market this service, educate potential riders, and provide incentives for commuters to join an existing Metro Vanpool or form a new one.

Q6 Would you consider joining an existing Metro Vanpool or forming your own?

Answered: 101 Skipped: 35



Note that almost half of respondents said they would not use a vanpool. They gave the following reasons:

- The service is too inflexible – e.g. their work schedule isn't always consistent, they need flexibility throughout the day for various trip purposes, they only use transit on an occasional basis.
- It is cost-prohibitive.
- They are disabled or don't drive and wondered whether they could use this service.
- They have already tried it.
- They are already participating in a vanpool or carpooling on their own.

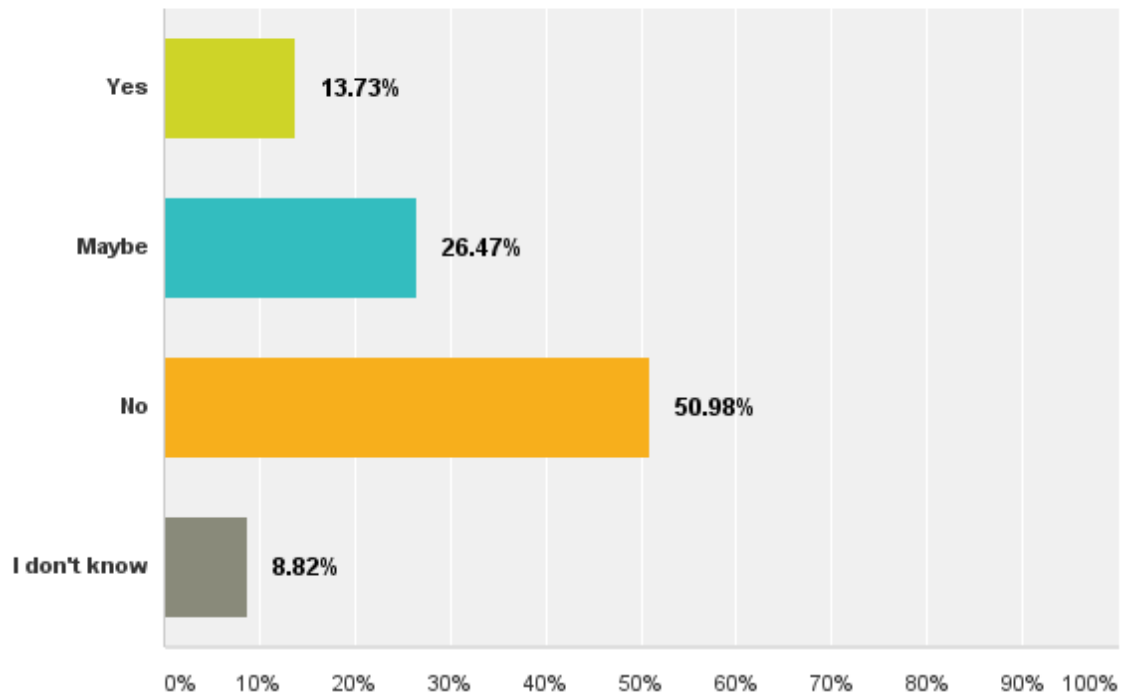
Forty-four survey respondents said they would be interested in joining an existing vanpool or forming their own. Some of these identified the following barriers to participating:

- The technology to participate is poorly designed or confusing.
- They need help to sign up.
- There aren't any Vanpools available in their area.
- They don't have enough co-workers living near them to form a Vanpool.
- They'd like to see how it works before signing up.

Concept: home-based Vanshares—Five or more people could start a home-based Metro Vanshare to connect from their homes to a transit center, where they would transfer to fixed-route buses or the Sounder train to complete their trips. Metro would provide the vans, and a partnership with Sound Transit could provide guaranteed parking spots for the vans at park-and-rides.

Q7 Would you participate in a home-based Metro Vanshare?

Answered: 102 Skipped: 34



Again, half of respondents said they would not participate in a home-based Vanshare program. They expressed many of the same reasons as those listed above in regard to Vanpools. They also expressed concerns about the planning involved in coordinating a Vanshare and the addition to their trip times if they were to participate.

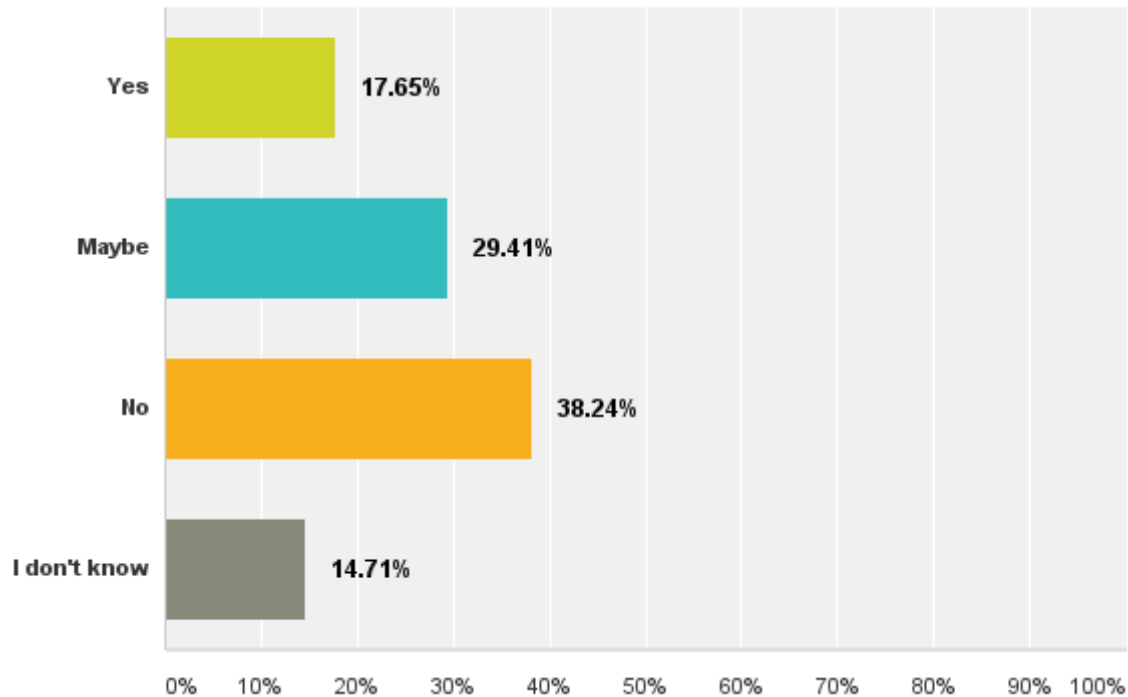
Those who did express some interest said the following conditions would be important for them to participate:

- Others would have to have the same schedule – e.g. need to catch the same train.
- Guaranteed parking at the transit center is a must.
- They would like to make sure there is a cost advantage to doing this compared to driving alone.

Concept: TripPool—TripPool could support more-spontaneous ridesharing in the area through the use of mobile rideshare applications. Interested riders would need to pre-register and download the app to their smartphones in order to participate. When they want a ride, they would use the app to find and book available trips with participating Metro ridesharing groups.

Q8 Would you participate in a TripPool?

Answered: 102 Skipped: 34



Nearly half of those who answered this question expressed some interest in participating. Their reasons included the following:

- It sounds like a good idea
- Because transit doesn't work
- It would be good for variable schedules

Those not interested expressed the following barriers or concerns:

- They don't have a smartphone.
- They don't understand the concept.
- It wouldn't fit their schedule or the places they travel to/from.
- Having to ride with strangers – e.g. "stranger danger."
- Too short a window of time to prepare.
- They can't drive.
- They are retired.

We asked survey responders who answered yes or maybe to tell us where they would like to connect to a TripPool. The chart below shows the places they identified.

Response	Percentage
Auburn Sounder Station	21%
Auburn	16%
Renton Transit Center	11%
Bellevue College	11%
QFC at Witt and Highway 169	5%
At work	5%
Farrelly Street; Enumclaw	5%
Kent	5%
Federal Way Transit Center	5%
Sumner Sounder Station	5%
Safeway at Rainier Avenue S; Renton	5%
Highway 18 and Issaquah-Hobart Road	5%

In our public meetings, attendees who work at or are connected to programs that serve Green River College students expressed interest in TripPool options for students. One example is a group of disabled students who travel from a group home in Maple Valley to classes at Green River College. They participate in the same program at school and travel to and from campus at the same time each day. Another program serves international students living with host families throughout southeast King County. Program staff members believe TripPool could offer promise to provide more—and safe—mobility to international students.

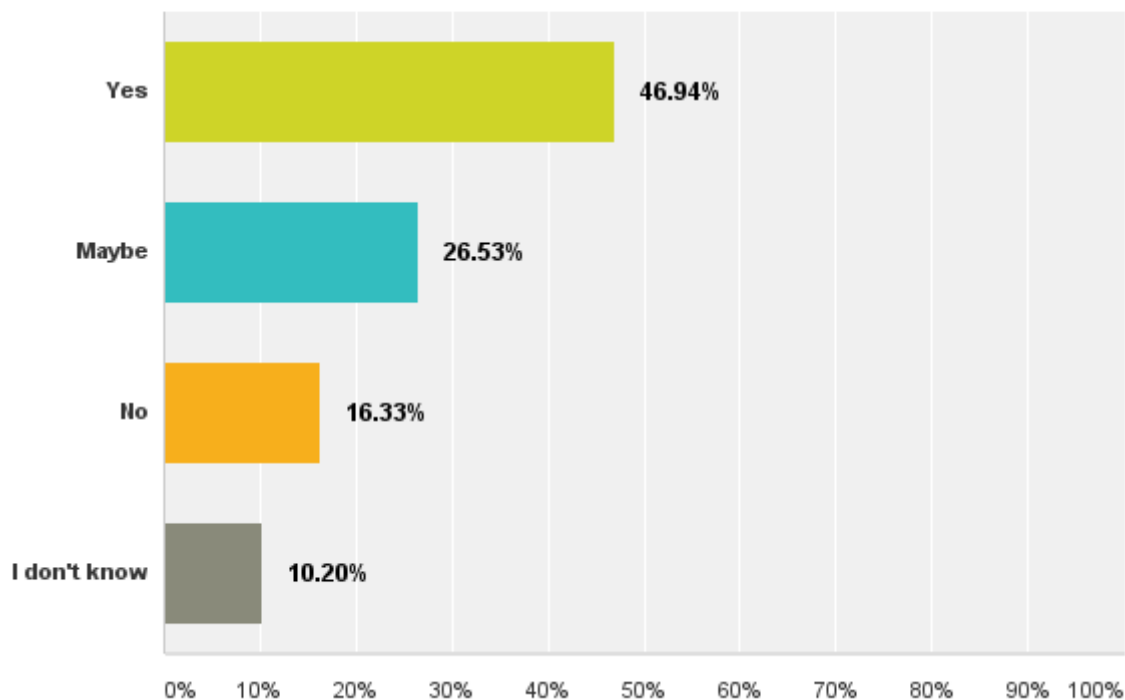
About a Covington-Maple Valley-Black Diamond community van and transportation hub

Concept—A community van service could provide connections between Covington, Maple Valley, and Black Diamond. Metro could provide vehicles for the service, but a local partner would be needed to operate it. The service could have scheduled trips that are determined by participating communities.

The service could be complemented by a community transportation hub—a one-stop shop for a community to get information about travel options, share rides, and access a community van.

Q11 Would you use and participate in a Covington-Maple Valley-Black Diamond community van and transportation hub?

Answered: 49 Skipped: 87



We talked with community members at the Alternative Services Auburn and Maple Valley public meetings to figure out where a community van should stop to pick up and drop off riders. Their ideas are summarized in the chart below.

Meeting	Suggested pick-up locations	Suggested drop-off locations
Auburn	<ul style="list-style-type: none"> • 132nd Avenue Park-and-Ride • R street • Green River College • Leisure Manor community • new community close to Leisure Manor 	<ul style="list-style-type: none"> • Grocery stores • Green River College • The library • Auburn Food Bank • Kent • Renton • Seattle
Maple Valley	<ul style="list-style-type: none"> • Green River College • The Villages community • The library • SE 216th Street 	<ul style="list-style-type: none"> • Green River College • Safeway • Fred Meyer • Costco • Greater Maple Valley Community Center • Covington Center • The library • Wilderness Village • Four Corners • Black Diamond Community Center • UW Urgent Care

Survey respondents added to this list the Issaquah Transit Center, the Black Diamond Community Center, and the last stop on Route 168, and they also expressed interest in service between Wilderness Village and Four Corners.

Interest in a service like this was strong among survey responders who are retired and would prefer it to driving. Others liked the idea of it as an option, and liked its flexibility. Some expressed concerns about how cost-efficient it would be, how it would work, and whether it would be easy to use.

About changes to routes 907 and 915

Option A—Keep the current DART (dial-a-ride transit) Route 907 from the Renton Transit Center to Enumclaw, but shrink the DART areas and tighten the schedule. This slight change would allow us to extend the route to Buckley with a frequency of about every 80-90 minutes.

Option B—Shorten Route 907 to operate only between the Renton Transit Center and Black Diamond. This shortened route would use two vans and service would come every 60 minutes — an improvement over the current frequency of 90 minutes. The DART area in Renton would be removed. There would be no extra costs associated with this option.

Metro could then help set up an alternative service between Black Diamond and Enumclaw. This could be a Metro-provided community van operated by a local partner (which would require us to identify new resources as well as a local partner to operate the service).

We could also establish a program to distribute ORCA fare cards and educate riders in Enumclaw about how ORCA can help them transfer between Metro and Sound Transit service in Auburn.

Option C—Shorten Route 907 to operate between the Renton Transit Center and Black Diamond, and remove the DART area in Renton. This shortened route would use a single van that comes every 100 minutes.

This option would create savings that could be invested to improve weekday service between Enumclaw and Auburn and provide early-evening service between Renton and Black Diamond, and/or provide an alternative service connection between Black Diamond and Enumclaw.

Additional service hours could be added to Route 915 to provide service every 60 minutes between Enumclaw and Auburn on weekdays—an improvement over the current service frequency of 90 minutes on this corridor. This would make it easier for Enumclaw residents to connect to Auburn and the rest of the regional transit network.

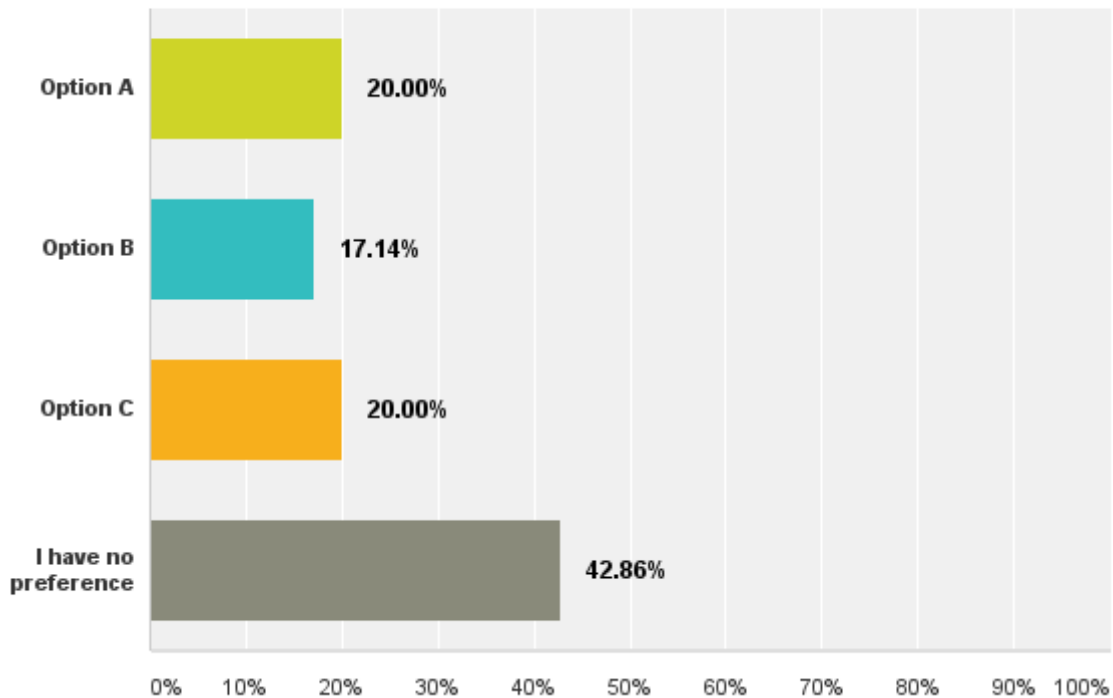
This change could also include a new southern extension of Route 915 between Griffin Avenue / Wells Street and McDougal Avenue (the part of Route 907 in Enumclaw that would be deleted). Between Renton and Black Diamond, a new early-evening trip could be added at around 7 p.m.

We could also establish a program to distribute ORCA fare cards and educate riders in Enumclaw about how ORCA can help them transfer between Metro and Sound Transit service in Auburn.

Finally, an alternative service could be provided between Black Diamond and Enumclaw. This could be a community van provided by Metro and operated by a local partner (this would require us to identify new resources as well as a local partner to operate the service).

Q13 Which option do you prefer?

Answered: 35 Skipped: 101



We spoke with 50 people onboard routes 907 and 915 and at the Greater Maple Valley Community Center about their preferences (see Appendix X for a summary of our face-to-face outreach activities). Not surprisingly, current riders of Route 907 preferred Option A to other choices, and those using Route 915 or both routes preferred Option C. However, Route 907 has fewer riders than Route 915, so Option C ends up with more votes.

Some at our public meetings expressed concern about high school students using Route 907 to get to and from school between Black Diamond and Enumclaw. One attendee thought this would become more of an issue while a Black Diamond school is being rebuilt, starting next year, because more students will be attending school in Enumclaw. We followed up directly with the Transportation Director of the Enumclaw School District and he said he did not think this would be an issue.

Other feedback

We asked survey respondents if they had any additional thoughts they would like to share, including additional alternative service concepts we should consider. Their comments touched on the following themes.

- There is a need for more fixed-route bus service throughout southeast King County. The current service is crowded, takes too long, is unreliable, and/or isn't offered in the midday, or late enough, or on weekends.
- Specific service needs include requests for bus service along the Issaquah-Hobart, State Route 18 corridor; better coordination between Metro and Pierce Transit to get

people back and forth to employment in Tacoma; and direct connections to employment centers or transit centers for new communities under development.

- Concern that our survey leaves the real transit needs of Southeast King County unaddressed—either because it is not inclusive of people who depend on public transportation because of income or disability or because it avoids questions about improvements to fixed-route bus service.
- A desire to have Metro’s bus schedule better coordinated with Sounder games.
- Support for the Covington-Maple Valley-Black Diamond shuttle service and desire for other shuttle services that could serve Kent or Auburn communities.

In-person survey results

Metro staff members spoke directly with 98 people onboard routes 907 and 915, at the transit centers, and at the Greater Maple Valley Community Center about their preferences for options for changing routes 907 and 915.

We collected survey data during on-board conversations with riders on routes 915 and 907 (four round trips on each route), and with riders at the Auburn and Renton transit centers. We also did in-person surveys at a Greater Maple Valley Community Center (GMVCC) Senior Lunch event.

Questions asked

- Onboard: Which 907 Option do you prefer?
- Senior Lunch and transit centers: Which alternative services would you use?

Summary of comments

Total people reached.....98
 Commuters at transit centers.....28
 Seniors at GMVCC lunch.....20
 Mid-Day DART riders (907 & 915).....50

From onboard surveys: Route 907 option preferences

Route	Respondents	A	B	C	N/A
907	10	3	3	2	2
915	40	2	0	35	3
Total	50	5	3	37	5

From seniors at GMVCC Senior Lunch: Service concept interest, preferences

Concept	Emergency Ride Home	A	B	C	N/A
Respondents (total = 25)	15	0	7	5	?

From transit center commuter surveys: interest in alternative service concepts

Location	Respondents	Emergency Ride Home	Vanpool	Vanshare	TripPool
Auburn Station (Route 186)	18	15	5	4	5
Renton Transit Center (Route 143)	10	6	2	1	2
Total	28	21	7	5	7

Appendix A: Online Survey Questions (Phase 1)



SE King County Alternative Services - Needs Assessment

1. Welcome

Thank you for taking the time to give us your input. **This survey will be open through Tuesday, May 5.**

We want to learn how current transit service in southeast King County is working for you, and what services you'd like to see in your area in the future. If you haven't already, please take a few minutes to learn about this project on our website (www.kingcounty.gov/metro/SEKCTravelOptions).

If you have questions or need this survey in an alternate format, please email haveasay@kingcounty.gov or call 206-477-3835.

* Questions with an asterisk must be answered before continuing the survey.

2. Your personal transit use

* What community do you live in?

* Do you currently ride public transit buses or trains?

Yes

No

3. Your personal transit use - continued

* Which of the following transit routes do you ride, and how often do you ride each one?

	Three or more days a week	One or two days a week	Occasionally (less than once a week)	Never
143	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
168	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
186	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
907	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
915	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Souder train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please list any other transit routes you use at least once a week:

How do you use these routes? (check all that apply)

- To get to/from work
- To look for a job
- To get to/from school
- To get to a food bank
- To get to/from church
- For shopping/errands
- For fun/recreational/social
- For medical appointments
- For special events
- Other (please describe)

What are the most common destinations you get to using these routes? Please specify the name of the location - for example, type "Greater Maple Valley Community Center" instead of "community center." For a work location, please list the employer and city.

Destination 1

Destination 2

Destination 3

How do you reach transit?

- Walk (or use wheelchair, etc.) to a stop, park-and-ride, or transit center
- Ride a bicycle to a stop, park-and-ride, or transit center
- Ride transit to a stop, park-and-ride, or transit center
- Drive or ride in a car to a stop, park-and-ride, or transit center
- Transit picks me up at my home

If you access transit at a park-and-ride or transit center, which one do you use?

Do you need a lift or ramp when using public transportation?

- Yes
- No

If yes, please describe your mobility needs.

Generally, how satisfied are you with the transit routes you use?

- Very satisfied
- Somewhat satisfied
- Somewhat dissatisfied
- Very dissatisfied

Why?

4. Barriers to using public transportation

What do you see as barriers to taking transit?

	Not a barrier	Partly a barrier	Significant barrier	Don't know or N/A
Time it takes to travel by transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overcrowded	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall frequency of service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concerns about personal safety while waiting for or riding transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having to plan around transit schedules	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not knowing how to use the transit system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of parking at park and ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit routes don't go where you want to go	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of availability of service after 6 p.m.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of availability of service on weekends	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Need a car during the day	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Work/school hours are irregular	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concerned about riding transit because of a disability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

5. Awareness of alternative transportation options

How familiar are you with the following list of alternative transportation services:

	Very familiar	Somewhat familiar	Not familiar
Access paratransit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dial-a-Ride Transit (DART)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Taxi scrip	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
VanPool or VanShare	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car Share (examples: Car2Go or Zip Car)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community van service (examples: Hyde Shuttle, Muckleshoot Shuttle, or Greater Maple Valley Community Center Shuttle)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Would you be willing to participate in a carpool, vanpool, or vanshare sponsored by Metro?

- Yes
- Maybe
- No

If you would not be willing to participate in a carpool, vanpool, or vanshare sponsored by Metro, please tell us why. (check all that apply)

- My schedule is too varied
- There is no one near me that I could share the ride with
- It's too expensive
- I need my personal vehicle during the day for work

Other (please specify)

If you have used any of these alternative transportation services, please tell us about your experiences with them.

A large, empty rectangular box with a thin black border, intended for the respondent to provide their experiences with alternative transportation services.

6. Feedback on improving public transportation

For the next series of questions, please think about how public transportation could be made more useful for you.

Where would you like to go on public transportation that you can't go now?

Please specify the intersection or name of your destination - for example, type "Greater Maple Valley Community Center" instead of "community center." For a work location, please list the employer and city.

Destination 1

Destination 2

Destination 3

If bus service in your community were changed or supplemented with a new transportation service, what would be most important to you for using a new service? (please indicate your top three choices)

- | | |
|---|--|
| <input type="checkbox"/> Costs the same as, or less than, current transit service | <input type="checkbox"/> Operates more often than current transit |
| <input type="checkbox"/> Picks me up near my house | <input type="checkbox"/> Meets the needs of people who are transit-dependent, disabled, elderly, or low-income |
| <input type="checkbox"/> Gets me to the same destinations or transfer points | <input type="checkbox"/> Is available at night |
| <input type="checkbox"/> Gets me to destinations I can't get to now by transit | <input type="checkbox"/> Is available on the weekend |
| <input type="checkbox"/> Looks like a Metro service/has Metro branding | <input type="checkbox"/> Connects me to express train or bus service |
| <input type="checkbox"/> Provides service during the same times of day | <input type="checkbox"/> Guaranteed parking at my transit facility or park & ride |
| <input type="checkbox"/> Operates on a consistent route | <input type="checkbox"/> Secure parking for my bike at my transit facility or park & ride |

Is there anything else you'd like to share with us, such as possible ways to improve public transportation in your community?

7. Demographics and household information (optional)

The following demographic questions are all optional. They help ensure that we're hearing from a representative sample of the whole community.

How many people, including yourself, live in your household?

- 1
- 2
- 3
- 4
- 5 or more

How many people in your household, including yourself, ride the bus at least once per week?

- None
- 1
- 2
- 3
- 4
- 5 or more

What is your age?

- | | |
|-------------------------------------|--|
| <input type="radio"/> 15 or younger | <input type="radio"/> 35-44 |
| <input type="radio"/> 16-17 | <input type="radio"/> 45-54 |
| <input type="radio"/> 18-19 | <input type="radio"/> 55-64 |
| <input type="radio"/> 20-24 | <input type="radio"/> 65 or older |
| <input type="radio"/> 25-34 | <input type="radio"/> I would rather not say |

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

- Mobility Vision Hearing Cognitive None

Other (please specify)

Do you consider yourself...

- African-American
 Asian-American/Pacific Islander
 American Indian/Alaska Native
 Hispanic (Mexican, Mexican American, Chicano or Latino)
 Multiple Ethnicities
 White (Caucasian)
 I would rather not say

Other (please specify)

What is the primary language you speak at home?

- English
 Amharic
 Chinese (Mandarin, Cantonese, etc.)
 Korean
 Punjabi
 Russian
 Somali
 Spanish
 Ukrainian
 Vietnamese

Other (please specify)

How many cars or trucks, in working condition, do you have available for personal use?

- 0
- 1
- 2
- 3
- 4 or more

What is your annual household income?

- | | |
|--|--|
| <input type="radio"/> Less than \$7,500 | <input type="radio"/> \$75,001 to \$100,000 |
| <input type="radio"/> \$7,500 to \$15,000 | <input type="radio"/> \$100,001 to \$150,000 |
| <input type="radio"/> \$15,001 to \$25,000 | <input type="radio"/> More than \$150,000 |
| <input type="radio"/> \$25,001 to \$35,000 | <input type="radio"/> I don't know |
| <input type="radio"/> \$35,001 to \$55,000 | <input type="radio"/> I would rather not say |
| <input type="radio"/> \$55,001 to \$75,000 | |

8. Your feedback on Metro's public engagement process

Information you provide here is optional and helps us improve our public engagement process.

How did you hear about Metro's alternative service delivery project?

- | | |
|--|--|
| <input type="checkbox"/> News media | <input type="checkbox"/> Friend |
| <input type="checkbox"/> Blog | <input type="checkbox"/> Metro staff person |
| <input type="checkbox"/> Metro email alert | <input type="checkbox"/> My employer |
| <input type="checkbox"/> Twitter | <input type="checkbox"/> An organization I'm involved with |
| <input type="checkbox"/> Facebook | <input type="checkbox"/> My city |

Other (please specify)

Do you feel you were notified in time to provide meaningful feedback in Metro's decision-making process?

- Yes
- No

Please share any additional feedback you have about our outreach.

9. Thank you

If you would like to stay informed about Metro's alternative services planning effort in southeast King County, please provide your email address below.

You can also stay up to date on Metro's public engagement efforts by visiting [Metro's Have a Say website](#).

Your email:

Appendix B: Online Survey Questions (Phase 2)



Southeast King County Alternative Service Delivery - Concepts

1. Welcome

Thank you for taking the time to give us your input. **This survey will be open through Thursday, June 4.**

In April we asked for feedback about how people are using transit service in your community, what's working, what's not, and how things could be improved. We learned what some of the key challenges are with using public transportation. Now we want to learn what you think about new transit service ideas that might help address some of these needs. If you haven't already, please take a few minutes to learn about the Southeast King County Alternative Service Delivery project on our website (www.kingcounty.gov/metro/SEKCTravelOptions).

If you have questions or need this survey in an alternate format, please email deanna.martin@kingcounty.gov or call 206-477-3835.

* Questions with an asterisk must be answered before continuing the survey.

2. Your personal transit use

* What community do you live in?

* Do you currently ride public transit buses or trains?

Yes

No

3. Your personal transit use - continued

* Which of the following transit routes do you ride, and how often do you ride each one?

	Three or more days a week	One or two days a week	Occasionally (less than once a week)	Never
Metro Route 143	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Metro Route 168	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Metro Route 186	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Metro Route 907	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Metro Route 915	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Souder train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please list any other routes you use at least once per week:

4. Your feedback on alternative service concepts: Emergency Ride Home

We heard from riders that since fixed-route bus service ends in the early evening, a missed connection can leave riders stranded in Renton or Auburn with no way to get home.

Concept

Some residents have access to Metro's guaranteed ride home program through their employers or Metro Vanpool programs, but many do not. This concept would provide rides home for riders who miss their connecting routes in Renton or Auburn in the evenings or weekends when fixed-route service is no longer running, covering the last leg of their trips to get them home. The service could be provided by Metro TripPool vehicles stationed at transit centers, or by taxis or a transportation network company (such as Uber or Lyft). Riders would need to pre-register.

If a program like this was available to you today, would you use it?

- Yes
- Maybe
- No
- I don't know

Why?

5. Your feedback on alternative service concepts: Incentives for Metro Vanpools and TripPools

Over 50 percent of survey respondents said they would be interested in trying a Metro Vanpool or Vanshare. In addition, many people said their biggest barriers to riding transit are that there is limited parking available at their local transit center or park-and-ride and transit doesn't go where they need it to go.

Although a strong vanpool market exists in this area, it could grow with additional outreach, education, and incentives.

Concept: Join or form a Metro Vanpool

Due to limited fixed-route bus service and long travel distances, ridesharing in a vanpool could be a good option for commuters traveling to similar areas. Metro Vanpools are groups of five or more commuters with two volunteer drivers who pay a monthly fare to keep and use a Metro van in which to commute to work. Metro and local partners could market, educate, and provide incentives for commuters to join an existing Metro Vanpool, or form a new one.

Would you consider joining an existing Metro Vanpool or forming your own?

- Yes
- Maybe
- No
- I don't know

Why?

Concept: Home-based Vanshares

Five or more people could start a home-based Metro Vanshare to connect from their homes to a transit center, where they would transfer to fixed-route buses or the Sounder train to complete their trips. Metro would provide the vans to participants, and a partnership with Sound Transit could provide guaranteed parking spots for Metro Vanshare vans at park-and-rides.

Would you participate in a home-based Metro Vanshare?

- Yes
- Maybe
- No
- I don't know

Why?

Concept: TripPool

TripPool could support more spontaneous ridesharing in the area through the use of mobile rideshare applications. Interested riders would need to pre-register and download the app to their smartphones in order to participate. When they want a ride, they would use the app to find and book available trips with participating Metro ridesharing groups.

Would you participate in a TripPool?

- Yes
- Maybe
- No
- I don't know

Why?

If yes or maybe, where would you like to connect to a TripPool?

- My home
- At a transit center
- If you selected transit center or would like to suggest another location, please specify that here:

6. Your feedback on alternative service concepts: Covington, Maple Valley, and Black Diamond

Do you use or would you like to use public transportation in Covington, Maple Valley, or Black Diamond?

- Yes
- Maybe
- No

7. Your feedback on alternative service concepts in Covington, Maple Valley, and Black Diamond

The Greater Maple Valley Community Center had to stop offering its Southeast Regional Shuttle service in 2014 after losing state grant funding. Many residents in the Maple Valley/Covington community have told us they would like the service to be revived. We also heard during our last round of outreach that many people are going to local destinations such as Four Corners and Wilderness Village, the community center, and medical clinics for retail, social, and medical visits.

Because these communities are close to each other and have and a large number of people who depend on public transportation to get around, a community-sponsored van service could be a good way to provide residents with important trips during the day.

Concept: Community van service

A community van service could provide connections between Covington, Maple Valley, and Black Diamond. Metro could provide vehicles for the service, but a local partner would be needed to operate it. The service could have scheduled trips that are determined by participating communities.

The service could be complemented by a **community transportation hub**, which is a one-stop shop for a community to get information about travel options, share rides, and access a community van.

Would you use and participate in a Covington-Maple Valley-Black Diamond community van and transportation hub?

- Yes
- Maybe
- No
- I don't know

Why?

8. Your feedback on changes to fixed-route bus service

Do you use, or would you like to use, public transportation between Black Diamond and Enumclaw or between Auburn and Enumclaw?

- Yes
- Maybe
- No

9. Your feedback on changes to fixed-route service (routes 907 and 915)

Route 907 is one of the poorest performing Dial-a-Ride Transit (DART) routes in Metro's system. The part of the route that connects Black Diamond and Enumclaw has the fewest riders. During our last phase of outreach, many riders we spoke to on Route 907 buses said their destinations were beyond Renton, and that Route 915 to Auburn was also an option for them — but they cited the infrequent service on Route 915 and the additional cost of paying cash for a transfer to Sound Transit as barriers.

Other needs identified by riders include requests for more service and a desired connection from Enumclaw to Buckley. The following concepts offer some different options for how we might better use resources to increase ridership and/or meet mobility needs in the Enumclaw / Black Diamond / Auburn area.

Concept: Change Route 907

Option A

Keep the current DART Route 907 from the Renton Transit Center to Enumclaw, but shrink the DART areas and tighten the schedule. This slight change would allow us to extend the route to Buckley while maintaining a frequency of about every 80-90 minutes.

Option B

Shorten Route 907 to operate only between the Renton Transit Center and Black Diamond. This shortened route would use two vans and service would come every 60 minutes — an improvement over the route's current frequency of 90 minutes. The DART area in Renton would be removed. There would be no extra costs associated with this option.

Metro could then help set up an alternative service between Black Diamond and Enumclaw. This could be a Metro-provided community van operated by a local partner (this would require us to identify new resources as well as a local partner to operate the service).

In addition, we could establish a program to distribute ORCA fare cards and educate riders in Enumclaw about how ORCA can help them transfer between Metro and Sound Transit service in Auburn.

Option C

Shorten Route 907 to operate between the Renton Transit Center and Black Diamond. This shortened route would use a single van that comes every 100 minutes. The DART area in Renton would be removed.

This option would create savings that could be invested to improve weekday service between Enumclaw and Auburn and provide early-evening service between Renton and Black Diamond, and/or provide an alternative service connection between Black Diamond and Enumclaw.

Additional service hours could be added to Route 915 to provide service every 60 minutes between Enumclaw and Auburn on weekdays – an improvement over the current service frequency of 90 minutes on this corridor. This would make it easier for Enumclaw residents to connect to Auburn and the rest of the regional transit network.

This change could also include a new southern extension of Route 915 between Griffin Avenue / Wells Street and McDougal Avenue (the part of Route 907 in Enumclaw that would be deleted). Between Renton and Black Diamond, a new early-evening trip could be added at about 7 p.m.

In addition, we could establish a program to distribute ORCA fare cards and educate riders in Enumclaw about how ORCA can help them transfer between Metro and Sound Transit service in Auburn.

Finally, an alternative service could be provided between Black Diamond and Enumclaw. This could be a community van provided by Metro and operated by a local partner (this would require us to identify new resources as well as a local partner to operate the service).

Which option do you prefer?

- Option A
- Option B
- Option C
- I have no preference

Why?

10. Your feedback - Final thoughts

Are there any other thoughts you'd like to share, such as additional alternative service concepts you'd like us to consider?

11. Demographics and household information (optional)

The following demographic questions are all optional. They help ensure that we're hearing from a representative sample of the whole community.

How many people, including yourself, live in your household?

- 1
- 2
- 3
- 4
- 5 or more

How many people in your household, including yourself, ride the bus at least once per week?

- None
- 1
- 2
- 3
- 4
- 5 or more

What is your age?

- | | |
|-------------------------------------|--|
| <input type="radio"/> 15 or younger | <input type="radio"/> 35-44 |
| <input type="radio"/> 16-17 | <input type="radio"/> 45-54 |
| <input type="radio"/> 18-19 | <input type="radio"/> 55-64 |
| <input type="radio"/> 20-24 | <input type="radio"/> 65 or older |
| <input type="radio"/> 25-34 | <input type="radio"/> I would rather not say |

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

- Mobility Vision Hearing Cognitive None

Other (please specify)

Do you consider yourself...

- African-American
 Asian-American/Pacific Islander
 American Indian/Alaska Native
 Hispanic (Mexican, Mexican American, Chicano, or Latino)
 Multiple Ethnicities
 White (Caucasian)
 I would rather not say

Other (please specify)

What is the primary language you speak at home?

- English
 Amharic
 Chinese (Mandarin, Cantonese, etc.)
 Korean
 Punjabi
 Russian
 Somali
 Spanish
 Ukrainian
 Vietnamese

Other (please specify)

How many cars or trucks in working condition do you have available for personal use?

- 0
- 1
- 2
- 3
- 4 or more

What is your annual household income?

- | | |
|--|--|
| <input type="radio"/> Less than \$7,500 | <input type="radio"/> \$75,001 to \$100,000 |
| <input type="radio"/> \$7,500 to \$15,000 | <input type="radio"/> \$100,001 to \$150,000 |
| <input type="radio"/> \$15,001 to \$25,000 | <input type="radio"/> More than \$150,000 |
| <input type="radio"/> \$25,001 to \$35,000 | <input type="radio"/> I don't know |
| <input type="radio"/> \$35,001 to \$55,000 | <input type="radio"/> I would rather not say |
| <input type="radio"/> \$55,001 to \$75,000 | |

12. Your feedback on Metro's public engagement process

Providing the following information is optional. It helps us improve our public engagement process.

How did you hear about Metro's alternative service delivery project?

- | | |
|--|--|
| <input type="checkbox"/> News media | <input type="checkbox"/> Friend |
| <input type="checkbox"/> Blog | <input type="checkbox"/> Metro staff person |
| <input type="checkbox"/> Metro email alert | <input type="checkbox"/> My employer |
| <input type="checkbox"/> Twitter | <input type="checkbox"/> An organization I'm involved with |
| <input type="checkbox"/> Facebook | <input type="checkbox"/> My city |

Other (please specify)

Do you feel you were notified in time to provide meaningful feedback in Metro's decision-making process?

- Yes
 No

Please share any additional feedback you have about our outreach.

13. Thank you

If you would like to stay informed about Metro's alternative services planning effort in southeast King County, please enter your email address below.

You can also stay up to date on Metro's public engagement efforts by visiting [Metro's Have a Say website](#).

Your email:

Appendix C: Emails, Phone Calls, and Letters Received

Emails (6)

Sent: Wednesday, June 03, 2015 10:27 PM
To: Cooper, Carol
Subject: Question, 3 Jun

I am looking for a service that will take me directly from my home to my destination such as the Dr., grocery shopping, or wherever I want to go.

I walk with a cane so standing & waiting is not what I want to do

I want direct service.

I want a driver that is trustworthy and doesn't cost an arm and a leg.

I tried to do your the survey due by 4 Jun but it times out on me.

Please confirm if you will have a service that meets my needs.

Thank you,

Sent: Friday, June 05, 2015 2:21 PM
To: Martin, DeAnna
Subject: Survey

Hi Deanna,

I'm sorry that I missed the online survey. I live in Enumclaw and commute to Seattle daily Mon – Fri. I commuted via Rt. #152 from Enumclaw to Seattle for many years. I continued commuting using Rt. #152 when the services were revised/shorten from Enumclaw to Seattle to Auburn from Seattle. I use Rt. #186 to commute between Auburn and Enumclaw. Once Rt. #152 was completely eliminated, I started to commute from Auburn to Seattle via the Sounder Train and continued using Rt. # 186 to travel between Auburn and Enumclaw.

Is it possible to reinstate Rt. 152 for peak time during the morning and peak time during the afternoon? Route 152 was critical transportation when the Sounder train was cancelled and also a source of transportation for people that rode the Rt. 152 to get to places that the train does not go.

Thank you for your time

Loyal customer

Sent: Tuesday, May 26, 2015 5:10 PM
To: Martin, DeAnna
Subject: Survey

Given an invitation to fill out a survey for Route 186. I go to site and it says it is closed. Would like to participate. Please send working link. Thank you.

Sent: Wednesday, May 06, 2015 12:56 PM
To: Martin, DeAnna
Subject: RE: Ridership/ SE King County.

Thank you for taking my feedback into consideration. The 907 and 143 go directly pass Foley's Farmers Market (open seven days a week) and the Maple Valley Food Bank (open certain Saturdays). DeAnna, please keep me posted. Thanks

Sent: Wednesday, May 06, 2015 12:36 PM
To: Martin, DeAnna
Subject: Ridership/ SE King County.

DeAnna Martin,

I am a day late responding to your request for feedback regarding transportation options. I live in Maple Valley 98038. The 907 is the only access in and out of my area 216th and Maple Valley Highway. My concern is there is no transportation on Saturday or Sunday. I would like to know what resources are need to have Saturday and Sunday bus access. Is it a lack of riders, funding or a combination? Do we need to do a survey in the area to show a need? I am willing to volunteer my services to assist with this matter. I can be reached... call or text. Thank you.

Sent: Friday, June 05, 2015 8:19 AM
To: Martin, DeAnna
Cc:
Subject: skewed study > Re: Metro - Southeast King County Alternative Services - Phase 2 Outreach Launched

Hi DeAnna,
Below are the comments I added to the survey on June 4th.

I will be glad to answer questions about my comments. However I'm disabled and often overwhelmed, and it may take me a while to put my thoughts together before I can respond to a request.

* * * *

This is a very skewed study. It was mostly the wealthy people who answered the survey, who by definition are empowered.

When I've ridden the #180 (the main N/S route in the Green River valley) from south Auburn to downtown Auburn and from there to the Kent train station, about 90% of the riders were low income, and the survey showed about 10% of the respondents were in this income bracket. I would have fallen off my seat in surprise to see a person in the \$100,000+ income bracket on the #180, and 27% of the respondents were in this income zone.

There are 2 very different demographics using transit in this area. There are the wealthy people using Sounder because its quicker than driving, costs less than driving, and you can work or rest while riding it. Its very hard to read a book or use a digital device as buses, with stiff shocks, bounce over the many broken roads in south King County.

Then there is the other group of transit users, who can't afford to do much driving at all, if they even have access to a working vehicle, and so need to leverage public transit for most of their life activities. This study is failing to accurately represent those people and their transportation needs.

I'm quite upset that it seems that this study will drive upcoming transit changes, and the study is dominated by wealthy respondents. This makes me angry because by definition the wealthy have lots of money and options - they just want commuting to work to be easier, cheaper, and more convenient.

On the other hand, mostly the low-income people don't have workable transportation options, and are desperate for transportation options that work well so they can take care of what needs to be done to support their life. Their transit needs are very different from the transit needs of the wealthy, who other than commuting to work, usually drive everywhere.

* * * *

The way this study is set up it is further disempowering the poor, and reinforces our belief that there isn't any point in wasting time and energy to speak up because we will be marginalized in any case, as the government caters to the wealthy.

Its easy to see people partially completing the second survey, and closing the page, after seeing how poorly the options meet their needs. I myself was so depressed, after my first look at the second survey, that it took me 2 weeks before I could talk myself into completing it.

I'm disabled because of mental handicaps, am low income, and I can't afford a smart phone. While I'm very intelligent, I have a speech handicap. Usually, when talking to government people in person, they brush me off like I'm an ignorant idiot. So to avoid the risk of increasing my unresolved trauma, I didn't go to the Metro open house. I've discovered I'm far more effective in communicating in writing, than in speaking.

* * * *

I'm also quite upset that Metro spends a lot of effort addressing the needs to the physically handicapped and then discriminates against the mentally handicapped. A starting point on this

issue is these surveys showed some concern for the problems that physically handicapped people face, and no concern about the problems mentally handicapped people face as they attempt to use public transit.

The only transit change, which would really help me, is for there to be parking available in the middle of the day at the Auburn train station. It would be important that this parking wasn't locked up after a certain point in the evening, like the parking garage is.

* * * *

Voicemail (1)

Monday, April 27, 2015 2:47 PM

I live in south King County/Auburn and I am calling the number listed for more information about King County Metro outreach for south King County. I am very interested in participating in that; in fact, I think I saw one time they were looking for people to participate on a panel or some kind of committee or something and I did not get the chance to volunteer for that so if they are still needing people then I would love to volunteer for that. Otherwise, I just would kind of like to know more about what's going on and I just started using the bus recently and I'm a big fan of it. And I worked for a couple of different departments of transportation at a city and at the state so it's of great interest to me.

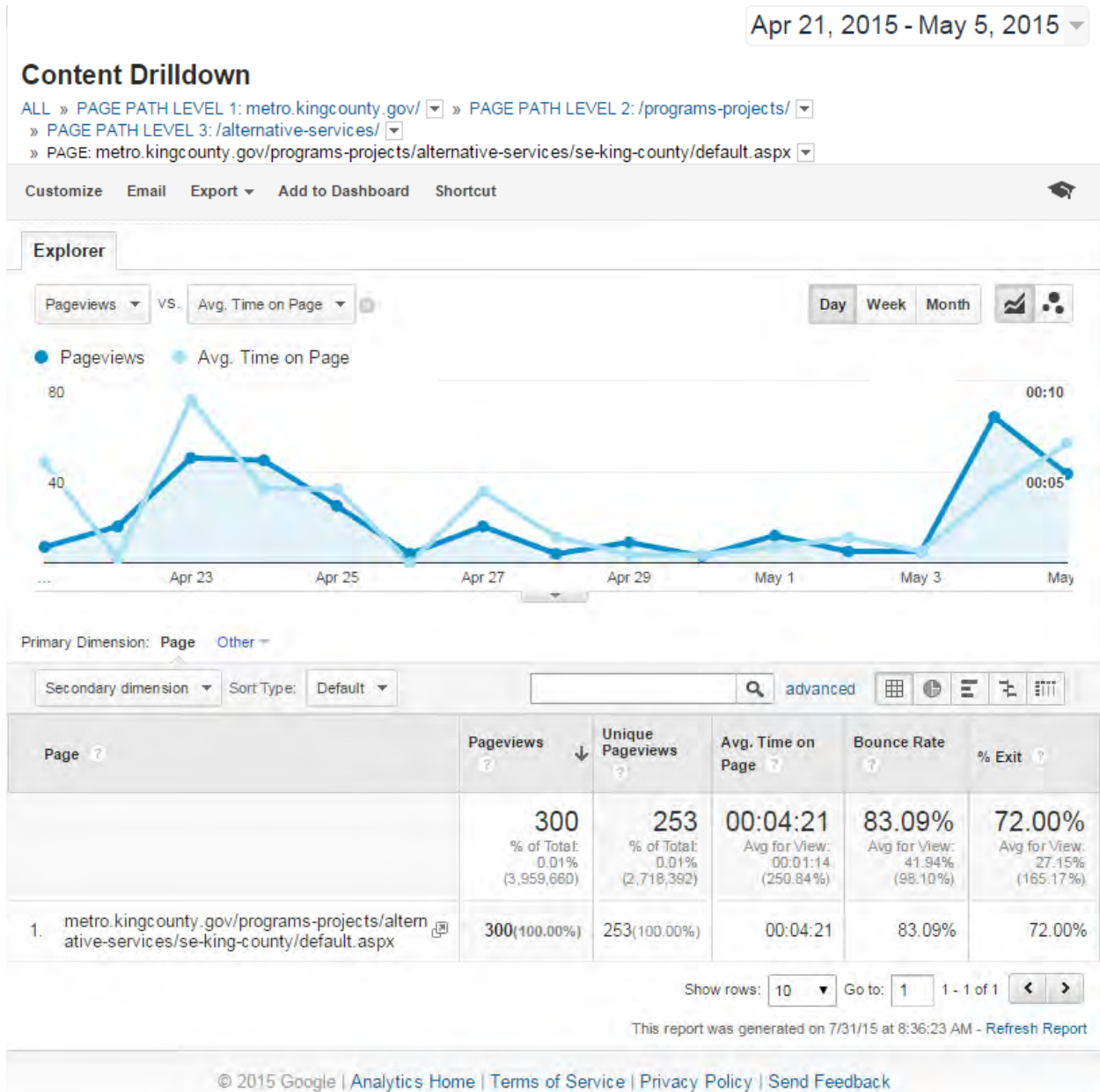
Letters (0)

(None received)

Appendix D: Website Use and Social Media

Website Analytics

Phase 1

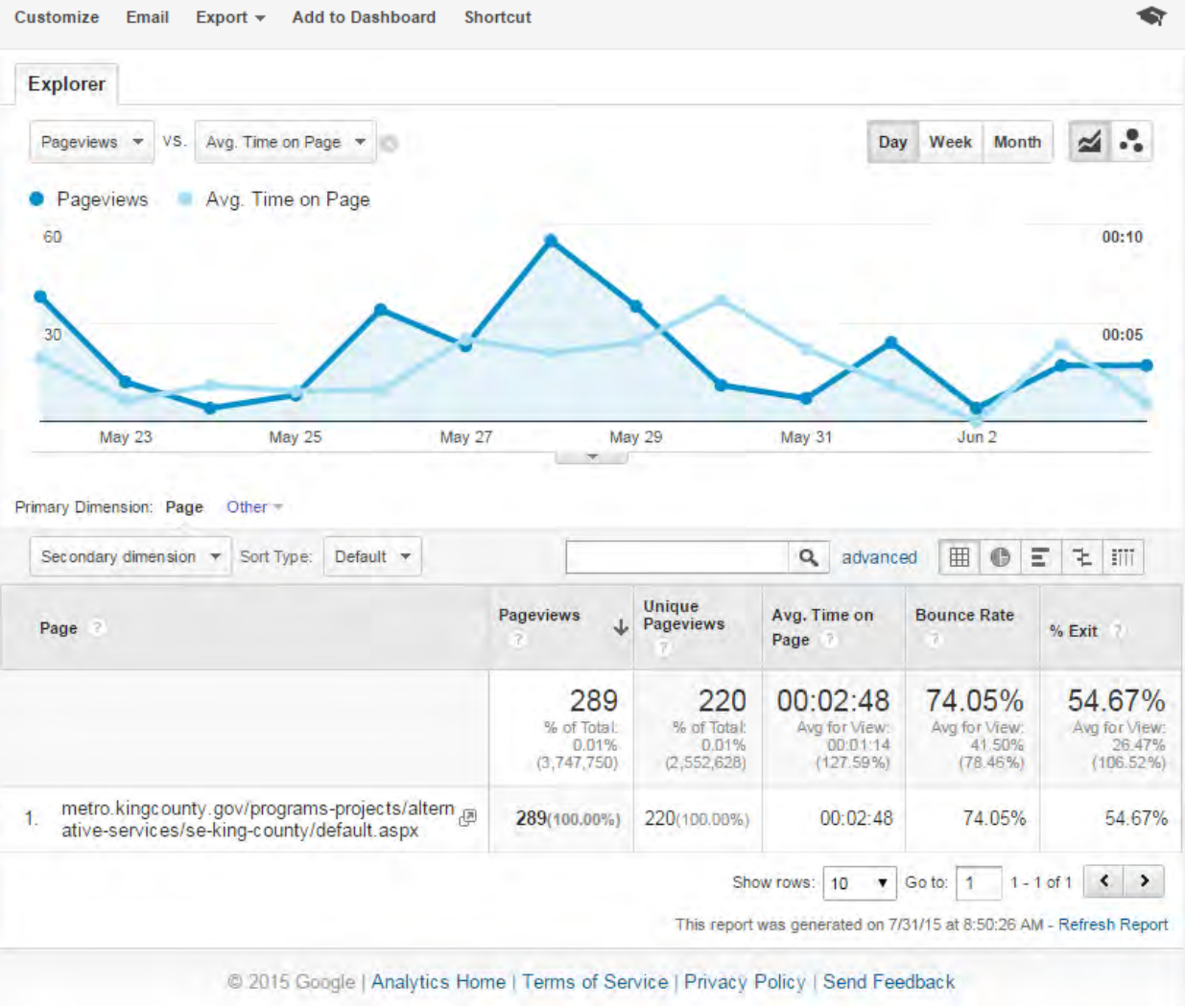


Phase 2

May 22, 2015 - Jun 4, 2015

Content Drilldown

ALL » PAGE PATH LEVEL 1: metro.kingcounty.gov/ » PAGE PATH LEVEL 2: /programs-projects/ » PAGE PATH LEVEL 3: /alternative-services/ » PAGE: metro.kingcounty.gov/programs-projects/alternative-services/se-king-county/default.aspx



Social Media

Appendix E: Media

News Release

From: Ogershok, Rochelle

Sent: Tuesday, April 21, 2015 4:14 PM

To: Ogershok, Rochelle

Subject: NEWS: Metro to Southeast King County residents: You can help shape future transit in your cities



News release

King County Department of Transportation

Date: April 21, 2015 Contact: [Rochelle Ogershok](#) at (206) 477-3838

Metro to Southeast King County residents: You can help shape future transit in your cities

Take our online survey then join upcoming community conversations to redesign transit services

King County Metro Transit is calling on Southeast King County residents to partner on County Executive Dow Constantine’s initiative to provide more and better transit options to meet the specific needs of riders from Enumclaw to Renton.

Southeast King County is one of several areas targeted for Metro’s expanded [Alternative Services Program](#). Through this program, Metro works collaboratively with local governments, community groups and riders to identify transit services that are cost effective and offer improved choices. Those services might include options such as customizable shuttles or vans, ridesharing options or Community Access Transportation.

“We’re working harder than ever to customize transit services to meet the specific needs of the communities we serve,” said Executive Constantine. “Take the survey and help Metro create innovative alternatives for mobility in Southeast King County.”

The Southeast King County program kicks off with an opportunity to go online to tell Metro about the types of transit services you think are needed. Through this online survey, Metro will have a better understanding of where there are gaps in service, what’s working or not working – and ideas for more customized alternatives that may better serve riders.

“Our goal is to improve how people get around, and we want to hear from riders – whether they are commuters looking for better ways to reach job centers, or people looking for midday service that meets their needs,” said County Councilmember Reagan Dunn.

“Finding out what riders need - both commuters and midday riders - will help shape our evolving public transportation system,” said County Councilmember Pete von Reichbauer. “We want to assist riders in making better connections within their communities with useful service that is cost effective and works.”

Metro is particularly interested in two key transit corridors. The area between Renton and Enumclaw is currently served by routes 143 and 907. Route 143 provides weekday peak commuter service between Black Diamond and Seattle via Renton, while Route 907 operates during the midday between Enumclaw and Renton. Metro wants to know if there are alternatives that might better meet the needs of these communities and the cities of Maple Valley and Black Diamond.

The second corridor between Enumclaw and Auburn is served by the routes 186 and Route 915. The Route 186 offers peak commuter service and Route 915 provides midday/Saturday service. While these routes are popular, there may be opportunities to serve even more riders in this area.

Once you’ve shared your thoughts online, you can hear what you and your neighbors had to say and give feedback on service alternative concepts at one of two upcoming meetings held:

Tuesday May 26, 5:30 p.m.-7:30 p.m.

William C. Warren Building
405 E Street NE, Auburn

Thursday May 28, 5:30 p.m. -7:30 p.m.

Greater Maple Valley Community Center
22010 SE 248th Street, Maple Valley

During these meetings, Metro will collect a second round of feedback and report back this summer on revised alternatives for improving service. Those alternatives could be put in place as early as next fall.

To learn more about Metro’s alternative services plan and upcoming meetings in Southeast King County, [visit our website](#) or call 206-477-3835.

###

See this and other KCDOT news online at: www.kingcounty.gov/transportation/kcdot/newscenter

PRIVACY POLICY: This e-mail is never sent unsolicited. King County DOT does not sell or release email addresses to third parties.

TO UNSUBSCRIBE: Send an e-mail to kcdot-news-SIGNOFF-REQUEST@lists.kingcounty.gov

Appendix F: Working Group

Members

The following people participated on the Working Group.

Southeast King County Alternative Service Delivery Working Group (Participants)		
Member Name	Organization or Agency	Title
Steve Clark	City of Maple Valley	Public Works & Community Development Director
Cameron Duncan	South County Mobility Coalition	Mobility Coordinator, Hopelink
Dennis Grad	Auburn School District	Transportation Department, Executive Director
Bob Lindskov	City of Covington	City Engineer
Mark Pursley	Greater Maple Valley Community Center	Executive Director
Chris Searcy	City of Enumclaw	City Administrator
Jim Seitz	City of Renton	Transportation Planning and Programming Section - Program Manager
Matt Tropey	City of Maple Valley	Senior Planner, Community Development
Victoria Throm	City of Covington	Human Service Planner
Joe Welsh	City of Auburn	Transportation Planner
Andy Williamson	City of Black Diamond	MDRT & Economic Development Director
Jon Morrison Winters	South County Mobility Coalition	Mobility Manager, Hopelink

Invited but did not attend meetings

The following people were invited to participate on the Working Group but did not attend meetings. They received meeting agendas and notes, and in some cases Metro staff members met with them or contacted them separately, outside of Working Group meetings.

Southeast King County Alternative Service Delivery Working Group (Invitees)		
Member Name	Organization or Agency	Title
Jim Blanchard	Auburn Youth Resources	Executive Director
Seth Boettcher	City of Black Diamond	Public Works Director
Regan Bolli	City of Covington	City Manager
Diana Brackett	Greater Maple Valley Community Center	Director of Senior Programs and Transportation
Steve Clark	City of Maple Valley	Public Works & Community Development Director
Everett Cunningham	Enumclaw School District	Transportation Supervisor

Southeast King County Alternative Service Delivery Working Group (Invitees)		
Member Name	Organization or Agency	Title
David Daw	South King Council of Human Services	Projects Director
George Frasier	Green River Community College	Foundation Office, Executive Director of Development/Foundation
Karin Haager & Garie Sender	Enumclaw School District	Early Childhood Education Program Specialists
Dezerae Hayes	Muckleshoot Tribe – Transportation Department	Transportation Planner
Steve Hiester	Greater Maple Valley Area Council	Council Chair
David W. Johnston	City of Maple Valley	City Manager
David Nemens	Muckleshoot Tribe – Transportation Department	Planning Director
Kevin Snyder	City of Auburn	Community Development & Public Works Director
Scott Woodbury	City of Enumclaw	Interim Public Works Director
Don Vondran	City of Covington	Public Works Director
Gregg Zimmerman	City of Renton	Public Works Administrator

Meeting summaries



Southeast King County Alternative Service Delivery Advisory Committee Meeting #1 Meeting Summary

Tuesday, March 31, 2015 2 - 4 PM
Covington City Hall; 16720 SE 271st St, 98042

Working group attendees

- Diana Brackett, Greater Maple Valley Community Center
- Joe Welsh, City of Auburn
- Steve Clark, City of Maple Valley
- Bob Lindskov, City of Covington
- Don Vondran, City of Covington
- Jim Seitz, City of Renton
- Chris Searcy, City of Enumclaw
- Dennis Grad, Auburn School District
- Lisa LaBrache, Councilmember Dunn's Office

Metro staff attendees

- Daniel Rowe, Transportation Planner
- DeAnna Martin, Community Relations Planner
- Carol Cooper, Supervisor of Market Development
- Doug Johnson, Service Planner
- Ann Brusklund, Paratransit/Rideshare Operations Strategic Planning and Project Manager
- Tricia Barbachan, Paratransit/Rideshare Operations Transportation Planner
- Jason Halvorson, Ridematch Transportation Planner
- Sara Colling, Community Relations Consultant
-

Introductions

Daniel Rowe, Metro Project Manager, started the meeting and provided a quick overview of alternative services. Alternative services are transportation services tailored to community mobility needs such as ridesharing, Dial-a-Ride Transit and community shuttles. King County Metro is exploring new ways to offer alternative services in southeast King County that make transportation more efficient and effective. He highlighted that alternative services are most successful when they follow a partnership approach rather than one size fits all. Daniel led a round of staff introductions.

DeAnna Martin, Metro Community Relations Planner, briefly described her role as the Working Group facilitator and reviewed meeting etiquette. DeAnna led a round of introductions from the Working Group members asking them to share their experience and goals for transportation in their area.

Diana Brackett, Greater Maple Valley Community Center, explained that the community center ran a community shuttle for a couple years. They had about 6,700 people riding their shuttle, but it is no longer in service due to lack of funding. (Please note: Diana is confirming ridership numbers and will follow up with more detail.) They still have a shuttle that brings people to the community center but there is still a great need for the community shuttle they had previously.

Lisa LaBrache, Councilmember Dunn's Office, said she is looking forward to taking part in this project.

Chris Searcy, City of Enumclaw, shared he has been active in communicating needs for transit. People in his area want a convenient, rapid movement from Enumclaw to Auburn Transit Center and other transit centers. The DART service seems active and seems to serve people with lower incomes.

Jim Seitz, City of Renton, said Renton has fairly high density so they have good bus service with high ridership. Rapid Ride and Sound Transit have areas annexed from King County (Vincent Hill area) in southeast Renton and also the East Hill of Renton. A lot of those areas were developed with cul-de-sacs so fixed route transit is difficult and alternative services might be more effective. A lot of residents in the Fairwood area are using transit services and it would be great to get more people out of cars.

Dennis Grad, Auburn School District, said they have had significant growth in the City of Auburn and the school district. He is interested in how they can partner.

Joe Welsh, City of Auburn, explained that Auburn has a pretty robust transit service now including fixed routes and the Hyde shuttle. They are thinking of ways to partner with the Muckleshoot Tribe which runs a community shuttle that doesn't reach downtown Auburn. The commuter shuttle to the Sounder station has a need for parking. They need commuter service to keep people from having to park in downtown Auburn.

Steve Clark, City of Maple Valley, said he appreciates Metro's emphasis on better partnership. Maple Valley is unincorporated so sometimes has a hard time competing with other transit centers. It is evolving as a residential community and updating the comprehensive plan to push for higher height density. Development in Black Diamond will exacerbate the highway system and there are already back-ups from downtown Issaquah along Highway 18. They need better ways to get to Bellevue, Renton, Auburn and Covington and he is hoping they can be creative in solutions.

Don Vondran, City of Covington, explained Covington has had commercial growth and will have more in coming years. He hears input from surrounding communities to get access to Covington for shopping etc. There is need for service between Maple Valley, Black Diamond, Covington and Kent.

Bob Lindskov, City of Covington, shared that highways 516 and 169 are already at a tipping point so it is important to reduce the number of single occupancy vehicles on the road. Boeing has new development that might present opportunities. Another opportunity is partnering with churches as park and rides.

Alternative Service Delivery

Daniel provided more background on alternative services explaining that in 2012, King County Council adopted a plan for more cost effective services to account for budget constraints and a desire to meet the mobility needs of suburban and rural communities where fixed route bus service may not be the best fit. Council identified three implementation study areas for finding alternatives to traditional fixed route service that are better than a 'one size fits all' approach. The three areas are Snoqualmie Valley, Southeast King County and Vashon Island. Now the County is in a better budget time so they can help support creative alternative services.

Some of the existing alternative services are Vanshare, van pool, ride sharing, DART (Dial-a-Ride Transit) and community access transportation shuttles. Snoqualmie Valley already completed this process and implemented a community shuttle that is a shared funding partnership. Community Hubs are also a new possibility where shared vans and bikes would be located in a central place for people to

access. Mobile phone apps could be a possibility as well to help facilitate ride sharing. These are high level ideas and Metro would like to hear the ideas the community has.

King County Council has allocated \$6 million per year for two years to fund the whole alternative services program which includes the three study areas and other projects that fit three priorities identified for the program to address. There isn't a formula for how much money is allocated to which project, so Metro is working with communities to find opportunities that are cost effective, the right size and type and involve partnerships with the community. This is considered a demonstration project so Metro would need to justify the need for these services and focus on evaluation.

Carol added that part of the \$6 million budget is mitigating service reductions.

A member asked if the map showed the whole focus area and Daniel responded that they developed the study area based on a review of existing conditions. They thought the area outlined on the map would be where the most potential for alternative services exists but it is just a starting place.

A member asked what Metro is doing to assess the needs of people who live in the area and Daniel responded that outreach is a focus of the project and they plan to conduct a survey, ride the routes and talk with people as well as visit community groups. The member encouraged Metro to complete a statistically significant study similar to one they do every two years in Maple Valley to assess needs and figure out which tool would have the maximum benefit.

Another member added that the Muckleshoot Tribe did a transportation survey of tribal members and could share the results. Daniel asked that other members also share any research or survey data that are relevant if they have them.

Process overview

DeAnna outlined the planned Working Group schedule and explained that the Working Group is operating under a quick timeline because they would need to decide by June 2015 whether they need Council approval on their plans. The two changes that would require Council approval are:

1. If Metro and the Working Group propose a change to fixed route service.
2. If Metro and the Working Group propose a change costing more than \$.5 million.

It could be that the Working Group gets to the end of the process and does not need Council approval to implement changes which would relax the project timeline.

A member clarified if partnership entails financial support or just information sharing and DeAnna responded that ideally it would include both. In other cases that has included in-kind services such as contributing marketing resources and in Snoqualmie Valley some partners contribute financially. There are also grant opportunities where organizations and local jurisdictions would need to jointly apply with King County.

DeAnna explained that this is called a Working Group rather than an Advisory Group because there is an expectation that the group helps reach their constituents and serve as liaisons with their communities. Consistent participation is important as well so that people at the table know the project background.

Existing conditions

Doug Johnson, Metro Service Planner, walked the group through the study area map handout. He explained that the area includes two corridors from Auburn to Enumclaw and Enumclaw to Renton, capturing two transit centers. They drew Covington into the area because of its connection to Maple Valley.

Doug outlined the current services on the two corridors which includes one peak route and one DART route for each.

- **Route 143** runs along Highway 169, from Black Diamond through the Renton Transit Center and into downtown Seattle. It is one of Metro's longest routes at 32 miles long and about 90 minutes from end to end. Half the ridership comes from Renton where it tends to fill up and about 10% are making transfers at the Renton Transit Center. It is accessed primarily from park and rides with six park and rides along the route.
- **Route 907** is a DART route meaning it can go off route to pick people up. It also operates along Highway 169 but during off peak hours. It runs from Enumclaw to Renton and replaced the 149 in spring of 2012. DART routes are 19 passenger vans and ridership tends to be scattered and tends to generate very little dial-a-ride activity.
- **Route 186** is structured around the Sounder Train schedule for commuters. Forty percent of its ridership comes from Auburn and it has quite a few riders in the afternoon going to the casino. It gets filled up occasionally but it doesn't get overcrowded.
- **Route 915** is a DART route that runs every 90 minutes during off peak hours. There are times when it is full, usually from Auburn to the casino.

A member asked about the access shuttle operations. Doug responded that he is not familiar with the access shuttle operations but would follow up.

Doug noted that the park and ride just north of Wilderness Village is getting close to capacity. A member added that the park and ride at 231st on Highway 169 has reached capacity and people are parking in the shopping center.

Doug shared that Metro is hearing from riders that the 143 is very full and they would like to see more trips. Riders of the 907 ask for more frequent service later in the evening. Riders of the 186 have asked for later service as well and would like weekend service. There is no weekend service on Highway 169. The 915 does offer reduced service on Saturdays but riders would like more on weekends.

A member suggested that possibly the 907 isn't needed with such low ridership and high cost. Doug responded that that is something for the group to consider. Another member asked for further breakdown of daily riders by segment and Doug responded that they have that data and he can share it with the group.

Doug discussed why the 168 wasn't included in the study area because it performs well in terms of ridership so they don't see a need to change that route.

The group discussed ridership to and from the casino and noted that the casino does not operate a private shuttle similar to the private shuttle to Emerald Downs. DeAnna noted that the Muckleshoot Tribe will be involved in the Working Group as well.

DeAnna asked of other services that Metro didn't mention or might not be aware of. Members shared the following:

- The Hyde shuttle in Auburn primarily gets people to medical appointments.
- The Greater Maple Valley Community Center shuttle picks people up and brings them to the community center.
- The Rainier Foothills Wellness Foundation also gives rides to local clinics.
- The Auburn School District provides Orca cards for their students experiencing homelessness so they can get to school from outside the district boundaries, which has been very successful.

Rideshare

Jason Halvorson, Ridematch Transportation Planner, provided an overview of Metro's Rideshare program which is a more nimble alternative to fixed route transportation. He noted the Rideshare numbers on the map handout and explained that Rideshare service could be expanded in southeast King County. Jason also explained that Rideshare can match people to share rides on their own rather than through their employers by going online or using phone apps to connect.

A member asked where the RTA (Regional Taxing District) boundary is and Doug said it is just west of Covington.

A member asked about Metro's LIFT program and Daniel explained that LIFT offers a discounted fare to people who are at 200% the poverty level or lower. There are many places where people can sign up for LIFT cards and they receive an Orca pass that gives them a discounted fare of \$1.50.

A member asked if there is a CTR (Commuter Trip Reduction) employer in the study area and Jason responded there are none that hit the threshold within the study area. A member added that the Regional Medical Center is CTR affected.

Next steps

Daniel outlined the next steps including:

- Metro shares ridership breakdown, paratransit usage and other relevant research with Working Group
- A member will share the Muckleshoot Transportation Survey with Metro
- The next meeting will focus on the broader outreach plan so Metro asked members to think about how to reach people effectively.

The Working Group agreed to meet next on Tuesday, April 14 from 2-4 PM at Covington City Hall.



Southeast King County Alternative Service Delivery Advisory Committee Meeting #2 Meeting Summary

Tuesday, April 14, 2015 2 - 4 PM
Covington City Hall; 16720 SE 271st St, 98042

Working group attendees

- Mark Pelsey, Greater Maple Valley Community Center
- Joe Welsh, City of Auburn
- Matt Torpey, City of Maple Valley
- Bob Lindskov, City of Covington
- Jim Seitz, City of Renton
- Chris Searcy, City of Enumclaw
- Dennis Grad, Auburn School District
- Jason Brown, Councilmember Dunn's Office
- Cameron Duncan – Hopelink
- Jon Morrison Winters – Hopelink

Metro staff attendees

- Daniel Rowe, Transportation Planner
- DeAnna Martin, Community Relations Planner
- Doug Johnson, Service Planner
- Tricia Barbachan, Paratransit/Rideshare Operations Transportation Planner
- Jason Halvorson, Ridematch Transportation Planner
- Syd Pawlowski, Rideshare Operations Supervisor
- Dan Anderson, Community Relations
- Sara Colling, Community Relations

Welcome and introductions

Daniel Rowe, Metro Project Manager, started with a quick recap of the first Working Group meeting. Two members had edits to the meeting #1 summary that the project team will make and resend to the group. Daniel reviewed the agenda and led a round of staff and Working Group member introductions.

A member asked if this process is tied into other Metro planning processes such as the Long Range Plan. DeAnna Martin, Metro Community Relations Planner, explained that the purpose of the Long Range Plan is to create a 20 year vision for Metro so it works on a higher level. There is also a Service Guidelines Task Force but that is separate from this planning process. Alternative services planning is its own process that originated in the 5-Year Implementation Plan.

What are the most important current and new destinations in the area?

Daniel led the group in an exercise to learn where people are going using transit and where they want to go. He asked each member to indicate the top three destinations or areas that need transit access on a large map at the front of the room with a sticker. Figure 1 shows the top destinations the members chose.

Members explained the top destinations they chose which included:

- Town Center/City Hall Development (Covington); 400 residential units, commercial TBD
- Hawk Property Development (Covington); 2,000 residential units, 800,000 sf commercial
- Black Diamond Villages Development; 6,000 residential units, 1.2 million sf commercial
- Kentwood High School in Covington
- Black Diamond town center
- Renton Transit Center
- Valley Medical Center
- Health care facilities in Kent
- Auburn School District growth around West Hill, Lee Hill and Lakewood
- Muckleshoot Tribe
- Auburn Station
- Downtown Tacoma
- Downtown Renton
- Downtown Seattle
- Downtown Redmond
- Greater Maple Valley Community Center
- Enumclaw health care facilities
- Along Highway 169
- Wilderness Village Park & Ride



Figure 1: Red dots indicate top destinations

A member noted Microsoft has Connector shuttles in the area. Jason Halvorson, Ridematch Transportation Planner, added that Metro has about 80 commuter vans leaving southeast King County for Redmond and 11 going to Bellevue. VanShare is good to keep in mind as a tool that can be implemented quickly.

A member added that Green River College has about 10,000 students and that area could use additional service. Another member added that road access in Maple Valley is limited. For example, a recent collision eliminated all access to Maple Valley from one direction until it was cleared up.

Criteria for changing existing service or choosing new service

DeAnna led the group in a discussion about what criteria would be most important for changing existing service or choosing a new service. Members suggested and discussed the following criteria:

- a) Helps address overcrowding on fixed route service
 - o Hyde Shuttle is not an ample replacement for the reduced fixed route service in Auburn
 - o Separate route for casino traffic
- b) Addresses needs that fixed route service can't address or is too expensive to address
- c) Creates better use of park and ride spaces
 - o A member noted there are 1,300 people a day taking the Sounder and only 600 parking stalls and that – in terms of the capital investment – park and ride stalls cost \$30,000 each. Between 90 and 100 stalls are used by people outside sound transit tax area

- d) Supports people in using transit to get to park and rides rather than driving
- e) Serves vulnerable populations and considers social equity
- f) Considers best vehicle type to meet needs and cost effectiveness; provides flexibility for how a trip is delivered
- g) Recognizes the diversity of needs and includes different solutions that meet the diversity of needs
- h) Responsible to land use; focus resources to connect urban/commercial centers
- i) Affordable to those who use it; subsidized in some way; could offer some free service?
- j) Focus fixed routes on providing frequency of service every 30 minutes during midday

Overview of phase 1 outreach

DeAnna outlined the first phase of greater community outreach which will happen over the last two weeks of April. Outreach will include an online survey and face to face conversations on buses, at transit centers, community centers and other agencies. She reiterated that the reason for the quick timeline is to have a recommendation prepared for King County Council this summer. The two changes that would require Council approval are:

1. If Metro and the Working Group propose a change to fixed route service
2. If Metro and the Working Group propose a change costing more than \$.5 million

It could be that the Working Group decides they won't need Council approval for the changes they want to implement which would relax the project timeline.

A member requested that the Mayor of Auburn and other elected officials are briefed before the survey and outreach begin. Metro agreed to brief elected officials and send a notice to the South King County Area Transportation Board. The group suggested the following additions for outreach:

- a) Add survey link to utility bills in Enumclaw
- b) Reach out to Chambers of Commerce in Redmond, Bellevue, Seattle (areas where residents are commuting to for work)
- c) Dennis is on the board for the Auburn Food Bank and could reach out to them
- d) Dennis will check on getting word out within school district
- e) Mark will reach out to Black Diamond Community Center
- f) Joe can get contact info for Channel 21 in Auburn
- g) Submit content to Auburn reporter
- h) Reach out to Auburn Senior Center/Senior Living/SHAG housing/Wesley homes/King County Housing Authority
- i) Reach out to medical facilities to see if they track where their clients come from (Valley Medical Center and Multi care)
- j) Hold two public meetings; one at Auburn Senior Center and one at Greater Maple Valley Community Center

The group also discussed the draft online survey and had the following suggestions:

- a) Add route 168 to route list
- b) Add logic questions for park and riders asking why they don't take transit/carpool to park and ride
- c) Add question about the time of day people take transit
- d) Remove any extra/unnecessary questions
- e) Ask for veteran status

DeAnna let the group know the team would consider the suggested outreach and survey edits and follow up.

Next steps

Daniel outlined the next steps and follow up items:

Metro:

- a) Send ridership spreadsheet to Working Group
- b) Send meeting #2 summary, including photo of map exercise
- c) Revise and send meeting #1 summary with member comments
- d) Send flyer and content for members to include in newsletters/utility mailing
- e) Edit and send online survey
- f) Brief Mayor of Auburn and other elected officials
- g) Make announcement at SKAT Board meeting
- h) Edit outreach plan to reflect new phase 1 timeframe

Working Group members:

- a) Follow up with contacts who may be able to reach more constituents
- b) Send Metro staff additional contacts such as property managers and others who could help disseminate the survey
- c) Spread the word; include survey and outreach information in newsletters/emails/utility bills etc.

Daniel noted that at the next meeting, the Working Group will review the survey and outreach results and workshop ideas for alternative services. The Working Group agreed to meet next on Tuesday, May 12 from 1-4 PM at Covington City Hall.



Southeast King County Alternative Service Delivery Advisory Committee Meeting #3 Meeting Summary

Tuesday, May 12, 2015 1 - 4 PM
Covington City Hall; 16720 SE 271st St, 98042

Working group attendees

- Steve Clark, City of Maple Valley
- Bob Lindskov, City of Covington
- Jim Seitz, City of Renton
- Jon Morrison Winters – Hopelink

Metro staff attendees

- Daniel Rowe, Transportation Planner
- DeAnna Martin, Community Relations Planner
- Doug Johnson, Service Planner
- Jason Halvorson, Ridematch Transportation Planner
- Dan Anderson, Community Relations

Welcome and introductions

Daniel Rowe, Metro Project Manager, started with a recap of the second Working Group meeting, review of the day's agenda, a check-in about where the group is in the Alternative Services Delivery planning process, and led a round of staff and Working Group member introductions.

Overview of Phase I outreach

DeAnna Martin, Community Relations Planner, gave an in-depth description of Phase I outreach performed by staff. A 13-page handout was distributed called "Phase 1 Outreach – Mobility Needs Assessment: Summary of what we heard." It included sections for overview, notifications – how we let people know they could participate, feedback methods – how people shared their opinions, who we heard from in the online survey and what we heard. Details about participation, outreach locations and notifications channels are available in the report.

Working Group members were asked what outreach they did to raise awareness of the online survey and encourage participation. A member said it was mentioned at a South County Area Transportation Board (SCATBd) meeting and there was a high level of interest, and that Councilmember Reagan Dunn mentioned it at a Regional Transit Committee (RTC) meeting.

DeAnna discussed the survey questions and responses in detail, generating member discussion. Daniel explained the breakdown between what cities respondents lived in versus city populations in the service area. He said the survey aligned with the general population distribution for the area, although not in exact proportions.

Another member was pleased about higher percentage of non-rider respondents (48 percent) in the electronic survey, which was mentioned at a previous meeting, but was concerned about lower-than-expected participation from Maple Valley since Auburn's participation was higher than its share of survey area residents. Feedback was also shared about higher-than-expected income of respondents, which

was commented on by staff who said the transit riding respondents are typically going to work. More transit-dependent population was reached with face-to-face outreach.

In addition to the electronic survey, staff performed face-to-face surveying of riders and community members. Daniel distributed a one-page handout called “Face to Face Survey Results.” It outlined the methods used to gather the data, the questions asked and a summary of comments received and a chart categorizing them by type of comment and whether the commenter was a commuter or mid-day rider.

He said staff talked with as many riders as possible, and that the most heard concern was from mid-day DART users about the low level of evening service. Staff also heard multiple stories about riders being stranded in the evening after missing the last ride of the day. It was explained that reliability complaints were common in routes with infrequent service that lead to a ripple effect across the route and can lead to riders missing connections. In response to a member question about what causes reliability issues, Daniel explained that factors such as traffic congestion, construction, driver delay, vehicle malfunction, and lift or DART service usage can cause delays. Staff noted that trips originating or traveling near Seattle or area freeways start running later and behind schedule around 3 p.m. on weekdays due to congestion.

Other rider feedback shared by staff included:

- Most riders in far southeast travel west to Auburn compared with north to Renton. Some who traveled north said it was less expensive to stay within the Metro system (via the Renton Transit Center) instead of use both Metro and Sound Transit (via Auburn Sounder Station) systems for long trips north. These riders did not have ORCA cards.
- 907 riders were traveling from Black Diamond to Wilderness Village, Four Corners to transfer to Kent, and children were traveling from school. Black Diamond to Renton was popular. Black Diamond to Enumclaw was less-traveled.
- Residents said that they remember Buckley and Bonney Lake service offered by Pierce Transit that was canceled years earlier. Would like to see service return.
- 915 was observed to be more popular between the Tribal center and Auburn; less between tribal center and Enumclaw.
- Many mid-day riders who are transit-dependent have structured their lives around transit service and gave feedback that the current system works for them.
- Very little DART usage in either Enumclaw (one user) or Renton (zero known users).

Member feedback to this information included:

- Heard employers in area have said they weren't willing to hire people who were transit-dependent because they have a history of not being on time to work.
- There's a no man's land between Enumclaw and Black Diamond, which may mean service can be better used elsewhere.

DeAnna asked the group whether staff missed anything or any significant stakeholder group in Phase I outreach. She also asked if group was confident that alternative service ideas can be taken to the public for consideration and surveying in next month.

Group said that staff was effective with outreach by going to multiple locations face-to-face and had survey respondents from across the area, and that the feedback heard in this process was comparable to previous feedback heard in the various jurisdictions. Group agreed they were comfortable moving forward with Phase II outreach.

Review of fixed route and alternative service concepts to address needs identified in Phase I outreach

Daniel explained the four categories of alternative services being considered in this process, distributing a handout titled “Alternative Services.” The categories described were existing alternative services, community shuttle, community hub and flexible rideshare. DeAnna facilitated group conversation to generate ideas that could meet the needs discussed earlier in the meeting.

Jason explained the use of vanpool, vanshare, CAT, DART, carpool and schoolpool. Example of the Issaquah Highlands P&R van fleet utilized by Amazon employees in a first-come, first-served way was shared as an option. A member questioned the availability of parking in the area, referencing Maple Valley. Felt that getting word out about alternative to drive-alone commuting and traffic was positive, noting that area cities were hearing more and more resident complaints about worsening traffic.

Member dialogue at this time focused on removing service between Black Diamond and Enumclaw, and whether that would isolate Enumclaw or simply remove part of a route that wasn’t being used in the first place. Daniel reminded the group that the process is not to cut service or spending, but to look at alternative and fixed route service options that may be a better fit to the community.

Doug announced coming service changes to the Route 186 and Route 143 due to positive budget changes and the County Executive announcing additional service for suburban routes with overcrowding and reliability issues. In September, there will be additional morning and afternoon service on the 143, bringing peak trips to six from the current five. This will result in an increase to 20-minute headway from the current 30-minute, improving service in the Renton to Black Diamond corridor.

In September, there will be an additional later trip on the 186, improving service on the Auburn to Enumclaw corridor. The trip will leave Auburn at approximately 7 p.m. in connection with new Souder scheduling at that time.

After the concepts were developed, DeAnna asked the group if they were comfortable with Metro taking them to the public the next week, which would put the process on track to then to have two public meetings at the end of May and then go back to the public with refined concepts in June.

Members said they were comfortable with that timeline and thought it would be positive to bring ideas to the public and get additional feedback.

Next steps

Daniel outlined the next steps and follow up items:

Metro:

- a) Send draft alternative service concepts
- b) Send draft online Phase II survey
- c) Send meeting #3 summary
- d) Reach out to absent committee members to gather additional feedback
- e) Conduct Phase II online survey and present results to group at meeting #4
- f) Conduct Phase II face-to-face survey and present results to group at meeting #4

Working Group members:

- a) Read draft alternative service concepts, provide feedback
- b) Read draft Phase II survey, provide feedback
- c) Spread the word about the survey and share outreach information with constituencies

Daniel noted that at the next meeting, the Working Group will review the survey and outreach results and workshop ideas for final recommendations for alternative service concepts. The Working Group agreed to meet next on Tuesday, June 9, with details about the meeting to be sent beforehand.



Southeast King County Alternative Service Delivery Advisory Committee Meeting #4 Meeting Summary

Tuesday, June 9, 2015 2 - 4 PM
Covington City Hall; 16720 SE 271st St, 98042

Working group attendees

- Bob Lindskov, City of Covington
- Mark Pursley, Greater Maple Valley Community Center
- Joe Welsh, City of Auburn
- Matt Torpey, City of Maple Valley
- Chris Searcy, City of Enumclaw
- Dennis Grad, Auburn School District
- Jon Morrison Winters, Hopelink
- Hayley Bonsteel, City of Kent
- Andy Williamson, City of Black Diamond

Metro staff attendees

- Daniel Rowe, Transportation Planner
- DeAnna Martin, Community Relations Planner
- Doug Johnson, Service Planner
- Lori Burchett, Transportation Planner
- Jason Halvorson, Ridematch Transportation Planner
- Tricia Barbachan, Paratransit/Rideshare Operations Transportation Planner
- Dan Anderson, Community Relations Planner

Welcome and introductions

Daniel Rowe, Metro Project Manager, started with a brief recap of the previous three Working Group meetings, phase 1 outreach, Alternative Services Delivery (ASD) and fixed-route concept development, and phase 2 outreach. There was a review of the day's agenda, a check-in about where the group is in the ASD planning process, and led a round of staff and Working Group member introductions. A planner from the City of Kent was present as an observer.

Overview of Phase 2 outreach

DeAnna Martin, Community Relations Planner, gave an in-depth description of Phase 2 outreach performed by staff. This included two open houses, staff riding buses and interviewing riders, and staff visiting transit centers and interviewing riders.

A 13-page handout was distributed called "Phase 2 Outreach – Mobility Needs Assessment: Summary of what we heard." The report covered the online survey available to the public from May 22 to June 4. It included sections for overview, notifications – how we let people know they could participate, feedback methods – how people shared their opinions, who we heard from in the online survey, and what we heard. A copy of the survey was also distributed.

ASD concepts shared in the survey included emergency ride home, join or form a Metro Vanpool, home-based Vanshare, TripPool, and Covington-Maple Valley-Black Diamond community van and

transportation hub. Fixed-route service changes were proposed for routes 907 and 915, broken down in to three options – A, B and C. Details about participation, survey responses, general feedback and comments, and notification channels are available in the report. DeAnna went over the online survey questions and responses in detail, generating member discussion. The number of survey respondents was 137, which was significantly smaller than in phase 1.

DeAnna noted that the question from the previous meeting about whether students from Black Diamond who attended high school in Enumclaw used transit to get home following after-school activities had been resolved. The Enumclaw School District said there wasn't a transit-dependent group that needed the 907 to take them home.

A group member asked whether online survey respondents offered their own suggestions to improve transit. DeAnna said consistent feedback about the system was that people were disappointed with today's fixed route service.

Daniel noted that there wasn't availability at the Enumclaw senior center luncheon, but that a visit later in the summer was possible.

Daniel explained that in addition to the online survey, staff visited southeast county communities and spoke with transit riders to do in-person outreach and get answers to survey questions. He distributed a one-page handout called "Phase 2 Outreach Face to Face Survey Results." It outlined the methods used to gather the data, the questions asked and a summary of comments received. Staff reached 98 people in-person. Three charts broke down responses by where they were received: on-board buses, a senior lunch, and transit centers. The document details the number of people who preferred each concept at each location.

Additional information shared by staff included that the peak period fixed route service in the study area performed better than midday service; and that the service guideline framework rated SR 164, from Enumclaw to Auburn, as an "underserved" corridor.

Member feedback to this information (and staff response) during facilitated discussion included:

- Did Buckley come up as a destination? (Staff said, yes, it came up in both Phase 1 and Phase 2.)
- There's an opportunity to get transit service at Enumclaw senior center.
- There is mediocre taxi service in the area, with possibly one company located in Auburn and maybe more in Renton. (Metro is in conversations with Uber and Lyft about SEKC service. There's interest; but there will need to be creative ways to supply drivers in rural areas. Worth noting that the emergency ride home concept would take people from Auburn and Renton to farther away communities, and not the other way around.)
- New evening service on fixed route may reduce demand for emergency ride home concept.
- Was drop-off in Phase 2 participation expected? (No clear answer why. Possibly timing, possibly Phase 1 participants realized that they weren't target audience for ASD. Possible Phase 1 was misunderstood as a path to getting more fixed route service.)
- Emergency ride home concept was affirmed by public outreach participants. Good concept to pursue. (Covington-Maple Valley-Black Diamond community van and transportation hub was also well-received. It brings back a popular service from GMVCC. Needs more work to refine service approach. Green River College is also interested in discussing partnership.)
- Volunteer drivers are hard to find in Auburn and Maple Valley.
- Cities of Covington, Black Diamond, and Maple Valley are already cooperative and work together frequently. The three councils have good working relationships.

DeAnna asked the working group members whether they felt confident that there was adequate public input based on Phase 2 outreach, and asked whether more outreach was needed. Member feedback to these question included:

- Ok level of participation. Ok to proceed.
- Staff polled the group that needed to be polled; it's not a large pool of people to begin with. Good work.
- If more people were reached, then that probably wouldn't change what was heard.

Daniel then provided the group with a quick recap of the concepts.

Facilitated group conversation about concepts and how to move forward

DeAnna facilitated a discussion among group members about both the fixed route proposals for routes 907 and 915, and for the ASD concepts, getting solutions and concerns.

Discussion for fixed route service change included:

- Feeling that Option C is the right way to go. If we do, then quick work will be needed to design an alternative service to get people between Enumclaw and Black Diamond, and to implement an ORCA education program.
- Alternative service between Enumclaw and Black Diamond could be a taxi or flexible trip approach. But members were concerned about who would provide this service since there is little taxi service available now.
- Eliminating fixed route service may elicit an emotional response since there's a strong connection between these two cities. Before any decision is made, the mayors and elected officials need to be consulted. Having a late evening trip from Renton Transit Center to Black Diamond would help generate support.
- Alternative service between Enumclaw and Black Diamond could be a "shadow service" offered by a community van, or peak shuttle service where it becomes available for local trips during midday. Community van would need organizational structure.
- If Option C is pursued, that would mean the frequency of the 907 is reduced, so it would be important to add the later trip.
- Covington-Maple Valley-Black Diamond community van and transportation hub is definite possibility because the tri-city partnership is active on many efforts. To move forward, we would need to convene representatives of the three jurisdictions with Metro initiating the invitation.
- Mark Pursley from Greater Maple Valley Community Center (GMVCC) should also be invited since he managed a similar service before funding was cut.
- GMVCC would only be seriously interested in managing the community van concept if funding were sustainable due to past funding cuts and subsequent staff layoffs and public outcry.
- Would need to determine whether Metro would solely fund the service or need funding from a community partner.
- Let's pursue the emergency ride home service because there was strong support. Taxis would likely be able to service Auburn and Renton transit centers. We can look into whether Uber would promote a regional service to generate driver interest.
- Auburn is interested in exploring TripPool and Vanshare concepts for Lea Hill to connect residents with transit.
- Black Diamond is already contributing parking spaces for Vanshare, but has room for more. Enumclaw is also interested and staff heard that Green River College is interested. Representatives from these organizations can meet one-on-one to talk further about details.

Next steps

Metro:

- a) Metro to set up one-on-one meetings with interested jurisdictions regarding Vanpool, Vanshare, TripPool ideas; and to arrange a similar meeting with Green River College.
- b) Metro to convene a meeting of Tri-City representatives to explore community van concept and how to reach Enumclaw.
- c) Metro to develop a one-page summary of fixed route and SD proposals, including information about what stays the same, what changes, and tradeoffs. Map(s) to be included.
- d) Metro to update and send meeting #3 summary based on earlier edit request.
- e) Metro to send meeting #4 summary.

Working Group members:

- a) Enumclaw, Black Diamond, and Maple Valley bring issue of Option C preference to their elected officials for discussion. Working group members said they would seek letters of support from their elected officials.

The Working Group agreed to meet next on Tuesday, June 23, with details about the meeting to be sent beforehand.



Southeast King County Alternative Service Delivery Advisory Committee Meeting #5 Meeting Summary

Tuesday, June 23, 2015 2 - 4 PM
Covington City Hall; 16720 SE 271st St, 98042

Working group attendees

- Bob Lindskov, City of Covington
- Salina Lyons, City of Covington
- Anne Mueller, City of Covington
- Victoria Throm, City of Covington
- Mark Pursley, Greater Maple Valley Community Center
- Matt Torpey, City of Maple Valley
- Cameron Duncan, South County Mobility Coalition
- Hayley Bonsteel, City of Kent
- Robert Bain, City of Black Diamond
- Cheryl Hanson, Black Diamond Community Center

Metro staff attendees

- Daniel Rowe, Transportation Planner
- DeAnna Martin, Community Relations Planner
- Doug Johnson, Service Planner
- Lori Burchett, Transportation Planner
- Jason Halvorson, Ridematch Transportation Planner
- Tricia Barbachan, Paratransit/Rideshare Operations Transportation Planner
- Dan Anderson, Community Relations Planner
- Anne Brusklund, Paratransit/Rideshare Operations Project Manager
- Syd Pawlowski, Rideshare Operations Supervisor

Welcome and introductions

Daniel Rowe, Metro Project Manager, reviewed the agenda and led introductions. He recapped meeting #4 and the fixed route and alternative service options Metro and the working group had pursued for further analysis and feedback.

Options for phasing implementation

Staff discussed Metro's request for full support from southeast county cities and the presence of an alternative service between Enumclaw and Black Diamond before shortening the Route 907 per Alternative C. Staff said the route reduction on the 907 could take place as part of the September 2016 service changes, but asked whether more or less time was needed to plan and have the replacement alternative service in place. Metro said it can use the alternative services budget to improve Route 915 to 60-minute frequency in March 2016. Then, in September 2016 when Route 907 is reduced, the cost savings associated with altering the route could be used to maintain 60-minute frequency on Route 915.

Staff offered that we could also make all changes at once in March 2016 if the group wanted: Shorten the 907, improve frequency on the 915 and implement an alternative service between Enumclaw and Black Diamond. The group was asked which approach would be best. Group members felt Enumclaw and Black Diamond were the most important group members to weigh in on which timeline would be best.

After some discussion, it was agreed that the two-phase March and September 2016 implementation plan was the best path forward. Specifically, Metro would improve frequency on the 915 in March 2016 and shorten the 907 in September 2016, with an alternative service going into effect anytime between now and September 2016.

Community van discussion

The second half of the meeting focused on the community van alternative service concept. It was noted that the service does not currently exist so details are preliminary at this point and Metro would need to collaborate with cities and potential partners to develop the service further.

Staff distributed a handout explaining the concept and spoke in high-level terms about what the service could look like, how people would use it, what fare systems can be considered. (See attached handout entitled, "Community Van Overview," for a description of the proposed concept.)

To illustrate how a service might work, Mark from GMVCC explained his organization's previous role managing a shuttle that was started through WSDOT grant funds and operated for three years before funding loss resulted in service cancellation. He said his service cost approximately \$100,000 per year, used a vehicle provided by Metro, and had a full-time driver paid at non-profit wages. The service area was 90 square miles, and they did door-to-door service without minimum passenger number requirements.

Staff facilitated a group conversation where the following questions and comments were shared:

- Users would need familiarity with ORCA cards. This may be a barrier to use if cards were the only payment type. ORCA card reloading can be challenging
- Cities could sponsor free trips through a financial partnership with Metro.
- Would problems with the service or customer concerns be for the cities to resolve or Metro?
- Request for GMVCC to look at trip data from their program and make an estimate of how many of their shuttle trips were similar to the proposed community van trips. The information provided could be used to estimate staffing needs.
- How much would the fare cost?
- What would be the financial, staffing and time commitment from cities? Cities don't necessarily have resources to manage additional programs, which could make the shuttle difficult for elected officials to support. Cost estimates for how much the service would cost each city would be helpful.
- How long is the initial partnership commitment from Metro to cities?

The group then went to the parking lot to see an actual minivan retrofitted by Metro for public use. The van included a ramp to facilitate riders in wheelchairs. Staff showed features of the van and answered group members' questions.

Next steps

Metro:

- a) Metro to estimate staffing and overall costs for cities, coordinating with GMVCC.
- b) Metro to develop a fare proposal for the community van for sharing with partners.
- c) Metro to develop a phasing proposal, which details the implementation of both fixed-route and alternative service.
- d) Metro to send meeting #5 summary.

Appendix G: Rack Cards

Phase 1 rack card

Help Metro shape transportation services in southeast King County

No “one size fits all” approach to transit can meet every community’s needs. So we’re working with communities in southeast King County to find transportation options that will be more cost-effective — and better meet the needs of residents and riders — than regular bus service. Possible alternatives include community vans, dial-a-ride transit, and a variety of vanpool and vanship options.

Please join the conversation and tell us how you travel today, what works well, and what you’d like to see change. Your input will help shape the future of public transportation in southeast King County.



King County METRO
We'll Get You There

Talk to us

- Fill out our survey by May 5*
- Come to an outreach event*
- Join the conversation on our Metro Matters blog, Twitter, Facebook, or Instagram (#SEKCTravelOptions)

Learn more

*More info, survey, and event calendar are available at:
www.kingcounty.gov/metro/SEKCTravelOptions



Contact us

DeAnna Martin
deanna.martin@kingcounty.gov
206-477-3835



Información importante sobre el servicio de autobuses de su zona

Para solicitar esta información en español, sírvase llamar al 206-263-9988 o envíe un mensaje de correo electrónico a haveasay@kingcounty.gov.

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Phase 2 rack card



Help Metro shape transportation services in southeast King County

No “one size fits all” approach to transit can meet every community’s needs. So we’re working with communities in southeast King County to find transportation options that will be more cost-effective — and better meet the needs of residents and riders — than regular bus service.

In April, Metro reached out to people in this area and learned about some of their key challenges with using public transportation. Now we’re reaching out again to ask for feedback on some new concepts for transit service that might help address some of those challenges.

Please join the conversation and tell us your thoughts on these concepts.

[more »](#)



Talk to us

- Fill out our new survey by June 4*
- Come to an outreach event:

Tuesday 5/26, 5:30-7:30 p.m.

Willam C. Warren Bldg.
405 E Street NE, Auburn

Thursday 5/28, 5:30-7:30 p.m.

Greater Maple Valley Community Center
22010 SE 248th Street, Maple Valley

- Join the conversation on our Metro Matters blog, Twitter, Facebook, or Instagram (#SEKCTravelOptions)

Learn more

*More info, survey, and event calendar are available online at:

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P2-20150521-AC

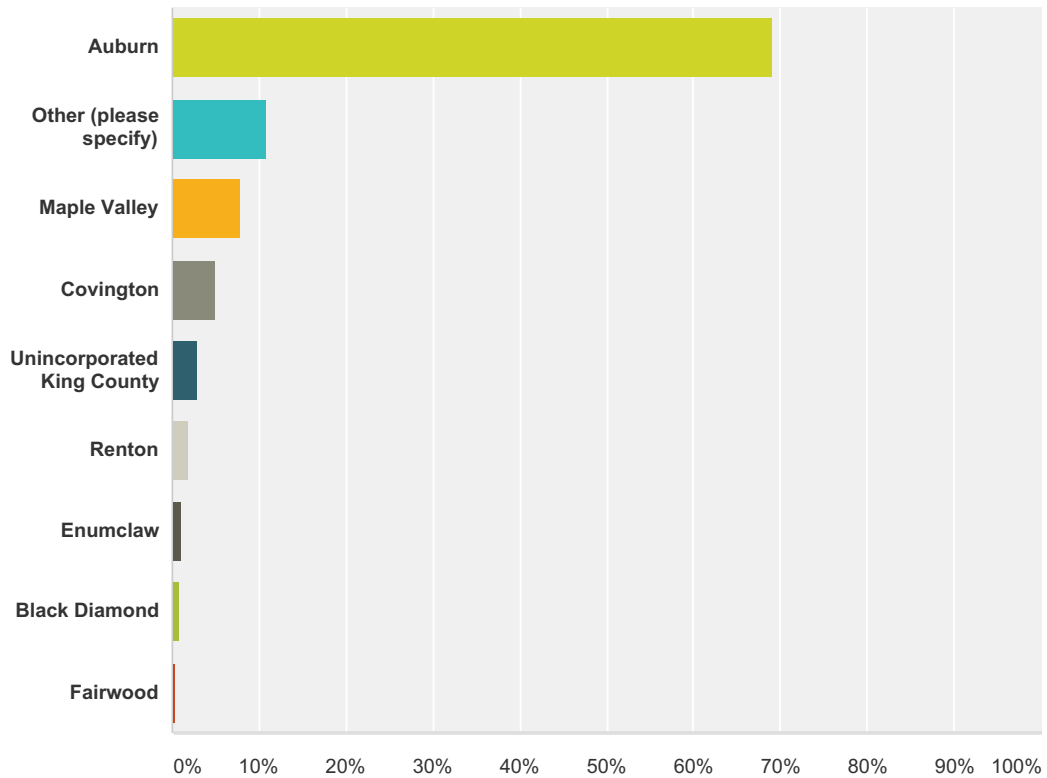
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Appendix H: Survey Responses (Phase 1)

Q1 What community do you live in?

Answered: 668 Skipped: 0



Answer Choices	Responses
Auburn	69.16% 462
Other (please specify)	10.78% 72
Maple Valley	7.93% 53
Covington	4.94% 33
Unincorporated King County	2.99% 20
Renton	1.95% 13
Enumclaw	1.05% 7
Black Diamond	0.75% 5
Fairwood	0.45% 3
Total	668

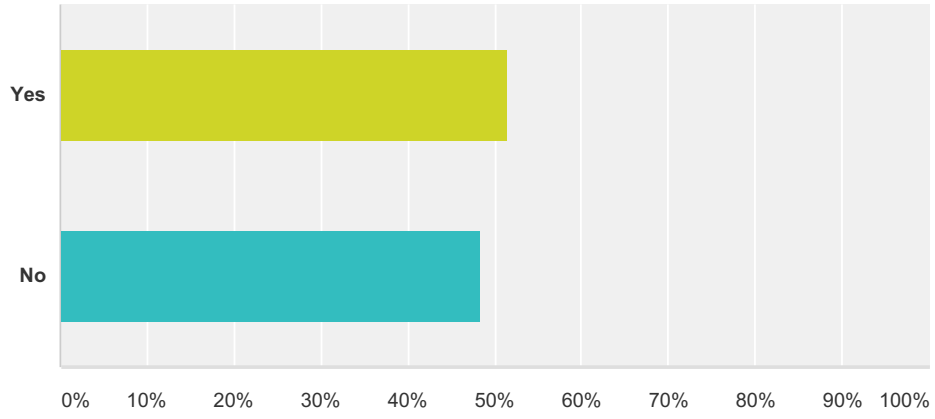
#	Other (please specify)	Date
1	Hobart	5/5/2015 11:37 AM
2	Seattle	5/5/2015 10:00 AM
3	Kent	5/4/2015 6:46 PM

4	Redmond	5/4/2015 3:32 PM
5	Pierce County	5/4/2015 3:13 PM
6	Columbia County	5/4/2015 2:35 PM
7	Tacoma	5/4/2015 10:40 AM
8	Unincorporated Pierce County and Work in King	5/4/2015 9:08 AM
9	Seattle	5/4/2015 8:02 AM
10	Puyallup	5/4/2015 7:45 AM
11	Pierce county and work in Auburn	5/4/2015 7:20 AM
12	Lakeland Hills / Lake Tapps	5/3/2015 1:15 PM
13	Lake Tapps	5/3/2015 10:19 AM
14	Des Moines	5/1/2015 5:44 PM
15	Federal Way	5/1/2015 5:31 PM
16	Edmonds	5/1/2015 5:27 PM
17	Sammamish	5/1/2015 5:17 PM
18	kent	5/1/2015 5:04 PM
19	Puyallup	5/1/2015 4:56 PM
20	Browns Point but work in Auburn	5/1/2015 4:45 PM
21	Algona	4/29/2015 7:42 AM
22	Puyallup	4/28/2015 4:48 PM
23	Kent East Hill	4/28/2015 4:00 PM
24	Puyallup	4/28/2015 11:11 AM
25	Federal Way	4/28/2015 10:31 AM
26	Lea Hill	4/27/2015 2:28 PM
27	Lakeland Hills	4/27/2015 1:55 PM
28	Seatac	4/27/2015 12:12 PM
29	Buckley	4/27/2015 11:26 AM
30	Live in Des Moines, work in Auburn	4/27/2015 10:54 AM
31	Highlands at Lake Wilderness	4/27/2015 10:46 AM
32	Pacific	4/27/2015 9:32 AM
33	live in Seattle, work in Auburn	4/27/2015 8:25 AM
34	Buckley, Pierce County	4/27/2015 8:22 AM
35	Federal Way	4/27/2015 8:16 AM
36	puyallup	4/27/2015 8:12 AM
37	Pacific	4/26/2015 9:50 PM
38	Lakeland Hills	4/26/2015 9:46 PM
39	west hill	4/26/2015 4:51 PM
40	Auburn - Lea Hill	4/26/2015 1:12 PM
41	Seatac	4/26/2015 10:59 AM

42	pacific	4/26/2015 7:56 AM
43	Kent	4/25/2015 11:13 PM
44	lakeland hills	4/25/2015 10:00 PM
45	Kent/Covington border	4/25/2015 7:59 PM
46	bonney lake	4/25/2015 7:21 PM
47	Pacific	4/25/2015 5:49 PM
48	Graham	4/25/2015 4:05 PM
49	Lakeland Hills	4/25/2015 3:28 PM
50	Lake Tapps	4/25/2015 11:35 AM
51	Lakeland - Lake Tapps area	4/25/2015 11:33 AM
52	Algona	4/25/2015 11:16 AM
53	Lakeland Hills	4/25/2015 10:52 AM
54	At the bottom of Lakeland Hills	4/25/2015 10:37 AM
55	Kent	4/24/2015 1:03 PM
56	kent	4/24/2015 12:15 PM
57	Kent	4/24/2015 12:00 PM
58	Seattle	4/24/2015 7:42 AM
59	Kent	4/24/2015 7:03 AM
60	kent	4/23/2015 8:27 PM
61	Kent	4/23/2015 6:29 PM
62	Kent	4/23/2015 6:14 PM
63	Kent	4/23/2015 5:06 PM
64	Kent	4/22/2015 10:09 AM
65	Kent	4/22/2015 8:29 AM
66	Kent	4/22/2015 5:52 AM
67	Kent	4/22/2015 2:23 AM
68	Cumberland	4/21/2015 11:22 PM
69	Kent	4/21/2015 8:51 PM
70	Kent	4/21/2015 5:28 PM
71	Kent	4/21/2015 4:38 PM
72	fed way	4/21/2015 4:18 PM

Q2 Do you currently ride public transit buses or trains?

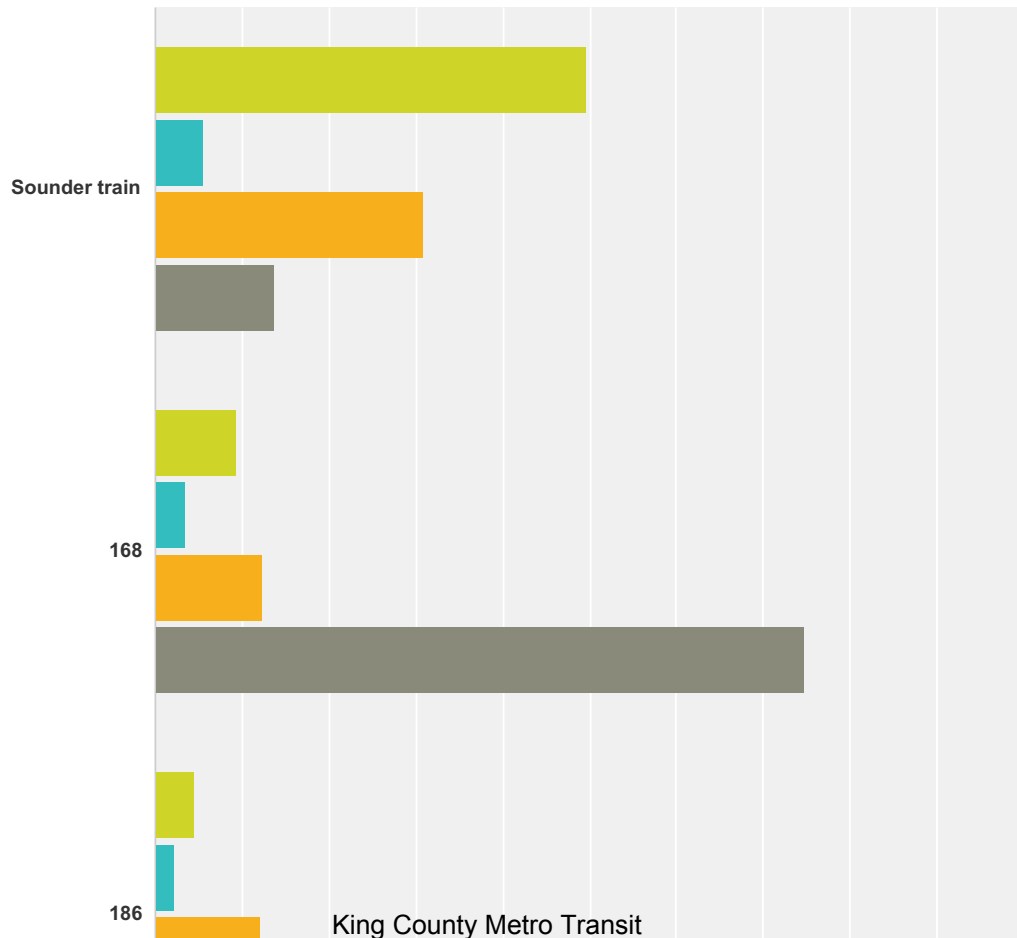
Answered: 668 Skipped: 0

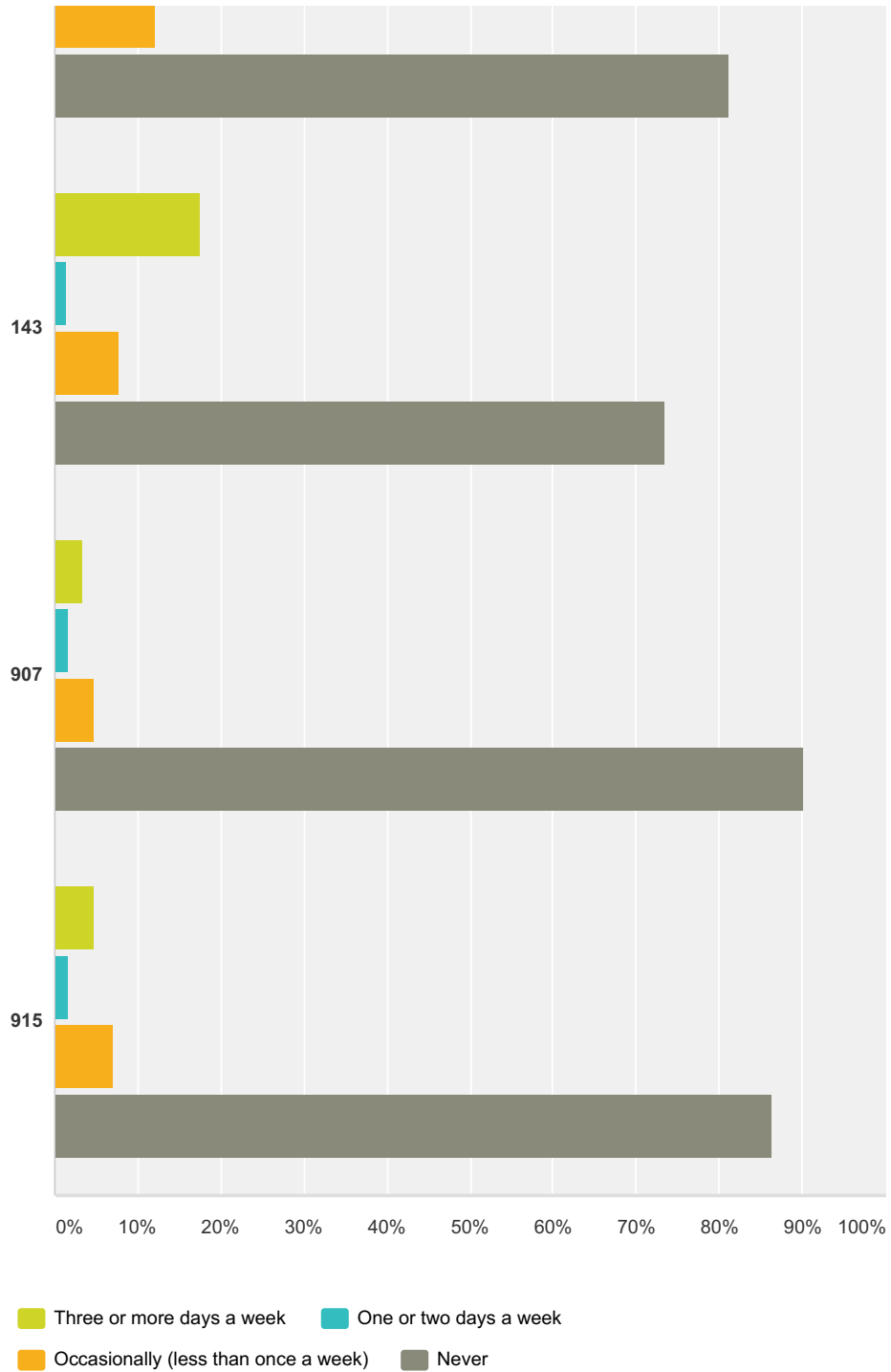


Answer Choices	Responses
Yes	51.65% 345
No	48.35% 323
Total	668

Q3 Which of the following transit routes do you ride, and how often do you ride each one?

Answered: 291 Skipped: 377





	Three or more days a week	One or two days a week	Occasionally (less than once a week)	Never	Total
Sounder train	49.62% 130	5.73% 15	30.92% 81	13.74% 36	262
168	9.35% 13	3.60% 5	12.23% 17	74.82% 104	139
186	4.51% 6	2.26% 3	12.03% 16	81.20% 108	133
143	17.48% 25	1.40% 2	7.69% 11	73.43% 105	143

907	3.25% 4	1.63% 2	4.88% 6	90.24% 111	123
915	4.76% 6	1.59% 2	7.14% 9	86.51% 109	126

Q4 Please list any other transit routes you use at least once a week:

Answered: 156 Skipped: 512

#	Responses	Date
1	101	5/12/2015 5:31 PM
2	180 Metro	5/6/2015 6:51 PM
3	164 158	5/5/2015 11:40 PM
4	180, 181, 154	5/5/2015 9:45 PM
5	577, 177,178	5/5/2015 1:13 PM
6	910 578	5/5/2015 1:06 PM
7	bus 578	5/5/2015 12:12 PM
8	I also ride route 497 and depend on it to get to the sounder train.	5/5/2015 8:30 AM
9	ST554 or MT214 from Issaquah TC	5/5/2015 7:42 AM
10	36,150,180,Sounder train, Threse are mainly for Hosp. Appts once to three times or more a month.	5/5/2015 4:40 AM
11	566, 567, 560, 550	5/4/2015 10:15 PM
12	150	5/4/2015 6:32 PM
13	Redmond to seattle, 545	5/4/2015 3:34 PM
14	I cannot use anything else as you cancelled the ones I used. I now HAVE to walk to get to the sounder station	5/4/2015 10:37 AM
15	181	5/4/2015 10:14 AM
16	180	5/4/2015 8:40 AM
17	every day	5/4/2015 8:00 AM
18	I take the Sounder train 5 days a week and then pick up my employer's shuttle as Metro/Soundtransit doesn't have a direct bus to SLU	5/4/2015 7:05 AM
19	Any buses in the bus tunnel to get to/ from the Sounder train to/from University Station	5/3/2015 8:45 PM
20	I also take various buses when I get to downtown seattle to get to my office.	5/3/2015 6:29 PM
21	157, 158, 159, 1,2,13, D	5/3/2015 2:21 PM
22	I use route 180 at least 5 times a week.	5/3/2015 10:36 AM
23	180,910	5/2/2015 10:30 PM
24	180, 181, 578	5/2/2015 8:43 PM
25	157, 158, 159	5/2/2015 7:31 PM
26	180	5/2/2015 7:10 PM
27	King County took the 152 away, I rode it every day for 23 years, I ride the sounder sometime but I Drive now mostly, because it's inconvenient it takes me pass my work, then I have to catch a bus back. the same occurs in the evening.	5/2/2015 3:09 PM

28	197, 73, 66	5/2/2015 8:42 AM
29	180 and 150 and 910	5/2/2015 4:54 AM
30	Auburn to Seattle	5/2/2015 3:50 AM
31	180	5/2/2015 12:44 AM
32	180: 574 pierce county,A ride	5/2/2015 12:39 AM
33	566, 567, 550	5/1/2015 10:52 PM
34	I ride Pierce county route 497 from lakeland hills to the train station every week day. When I miss the train I take the express route to downtown (not very often)	5/1/2015 9:35 PM
35	180, 150	5/1/2015 8:39 PM
36	566	5/1/2015 8:27 PM
37	Buses or the light rail in the tunnel in between Westlake and International District	5/1/2015 8:24 PM
38	181, 180	5/1/2015 8:21 PM
39	554	5/1/2015 7:58 PM
40	497	5/1/2015 7:39 PM
41	181 164	5/1/2015 6:25 PM
42	180	5/1/2015 6:23 PM
43	497	5/1/2015 5:51 PM
44	150, 566-567	5/1/2015 5:35 PM
45	550, 150, and others Seattle and Bellevue.	5/1/2015 5:30 PM
46	180	5/1/2015 5:10 PM
47	566 - 6 times a week 567 - 2 times a week	5/1/2015 5:10 PM
48	914 The 916 The 180	5/1/2015 4:57 PM
49	197, 5 days per week	5/1/2015 4:54 PM
50	180.181, 578	5/1/2015 1:03 PM
51	901; 903; 181; 182; 187; 574; 577; 578. for starters.	4/29/2015 4:31 PM
52	917 in Pacific WA	4/29/2015 9:58 AM
53	Metro Vanshare	4/28/2015 7:25 PM
54	Pierce Transit 400 and 495	4/28/2015 4:52 PM
55	Former 169 route from 132nd to Renton IKEA.	4/28/2015 4:01 PM
56	sound transit to federal way & puyallup 577/574, bus 150, bus 152, 180,	4/28/2015 1:08 PM
57	193 five days a week....sometimes 197 once a week	4/28/2015 8:50 AM
58	The 180 and 181 is the bus everyone rides in Auburn! Daily	4/28/2015 7:59 AM
59	578, 132, 21, 566, 555	4/27/2015 8:13 PM
60	180	4/27/2015 7:16 PM
61	Route 107 and routes 24/33/D Line/13/1/2	4/27/2015 6:18 PM
62	4,3	4/27/2015 4:31 PM
63	177, 178	4/27/2015 2:34 PM
64	177, 577, 578	4/27/2015 12:51 PM

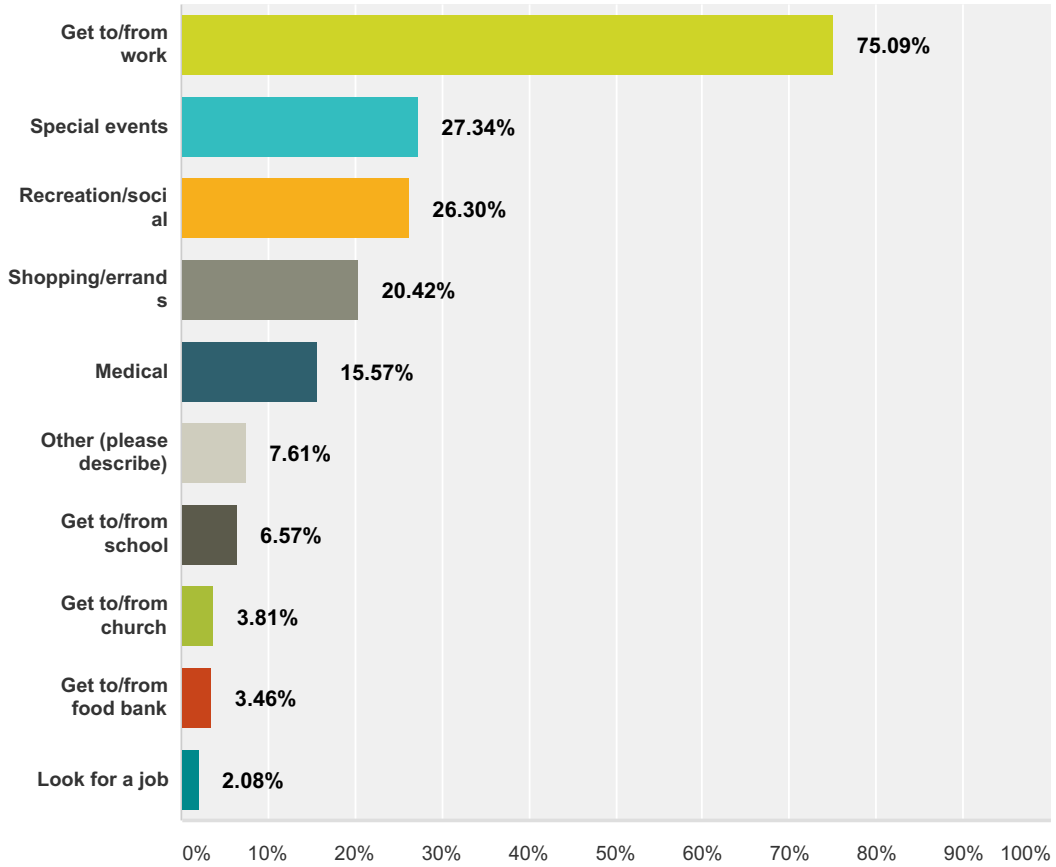
65	169	4/27/2015 12:51 PM
66	181	4/27/2015 12:10 PM
67	497 Lakeland Hills	4/27/2015 11:06 AM
68	181, 150, express bus to Seattle	4/27/2015 9:52 AM
69	180	4/27/2015 9:25 AM
70	497; 566	4/27/2015 8:50 AM
71	180, 181	4/27/2015 8:32 AM
72	181 and 1820	4/27/2015 8:26 AM
73	also the 255 bus to Kirkland	4/27/2015 8:15 AM
74	181, E Line	4/27/2015 7:39 AM
75	I usually take the 193 bus from the 320th park n ride to the Swedish Medical Center in Seattle.	4/27/2015 7:26 AM
76	101,102, 106	4/27/2015 7:12 AM
77	I used to ride the 152 five days a week until it was cancelled. I rode it for 37 years back and forth to work from auburn to seattle Monday thru Friday. Why was it cancelled?	4/27/2015 4:15 AM
78	rt 497	4/26/2015 9:49 PM
79	150 - 158 - 159 - 2	4/26/2015 1:38 PM
80	177,178,577,578	4/26/2015 10:17 AM
81	180	4/26/2015 9:56 AM
82	497 Pierce Transit	4/26/2015 9:49 AM
83	497	4/26/2015 9:05 AM
84	181, sometimes 180	4/26/2015 8:14 AM
85	577/578	4/26/2015 8:00 AM
86	917	4/26/2015 7:59 AM
87	497 578	4/26/2015 3:13 AM
88	180, 181	4/25/2015 11:00 PM
89	I also use the 578 bus from the Federal Way Transit Center	4/25/2015 10:43 PM
90	Light rail	4/25/2015 10:24 PM
91	181	4/25/2015 10:15 PM
92	181 from GRCC to Auburn Station in the a.m., Auburn Station to GRCC in the p.m., weekdays.	4/25/2015 9:09 PM
93	578	4/25/2015 7:47 PM
94	Pierce transit 598	4/25/2015 7:24 PM
95	150	4/25/2015 7:18 PM
96	566,, 567. 180	4/25/2015 6:16 PM
97	180, 181, 566	4/25/2015 6:11 PM
98	Link lightrail	4/25/2015 5:52 PM
99	None	4/25/2015 5:12 PM
100	ST 577, metro 177, 178 or 179	4/25/2015 5:09 PM
101	Light Rail	4/25/2015 4:43 PM

102	Bus 154	4/25/2015 4:21 PM
103	Pierce 497 from Lakeland Hills to Auburn Transit Center	4/25/2015 3:31 PM
104	Pierce Transit 497 to Lakeland Hills	4/25/2015 3:08 PM
105	180 150 566 577	4/25/2015 3:00 PM
106	568 36 7	4/25/2015 2:46 PM
107	577	4/25/2015 1:36 PM
108	910, 180, 181 - Three or more days a week.	4/25/2015 12:45 PM
109	164	4/25/2015 12:44 PM
110	497 commuter bus 917 181 I use these buses 3 times a week	4/25/2015 11:48 AM
111	497 3 times a week	4/25/2015 11:37 AM
112	181 578	4/25/2015 11:29 AM
113	497 181	4/25/2015 11:18 AM
114	578, 180	4/25/2015 10:57 AM
115	Pierce County #497 to Auburn Train Station, then Sounder Train to downtown King Street Station, then Metro #132 to work.	4/25/2015 10:41 AM
116	Car to light rail station --- SEATAC/Tukwila to Seattle	4/25/2015 10:33 AM
117	I have to drive to the Issaquah P&R to get a bus at the time I'd day I work	4/25/2015 10:28 AM
118	181	4/25/2015 10:24 AM
119	I also take a Van Share which carries me from the Tukwila Sounder station to my job in Tukwila.	4/25/2015 10:20 AM
120	180, 910	4/25/2015 10:16 AM
121	150 183? The one that goes from Kent to Fed way 181 153 I also take the express bus when possible	4/25/2015 10:15 AM
122	180, 156, 910	4/25/2015 10:08 AM
123	Pierce Transit 497	4/25/2015 10:06 AM
124	181	4/25/2015 9:47 AM
125	566 567	4/25/2015 9:36 AM
126	497	4/25/2015 9:34 AM
127	158, 159	4/25/2015 9:33 AM
128	Route 180 to Kent	4/25/2015 9:29 AM
129	180	4/25/2015 9:28 AM
130	180	4/25/2015 9:26 AM
131	M 180, 181 S 577, 578	4/25/2015 9:25 AM
132	190	4/25/2015 9:22 AM
133	Pierce County Bus 497; Metro Link or any bus through the underground tunnel in Seattle	4/25/2015 9:19 AM
134	497 to Lakeland hills	4/25/2015 9:17 AM
135	578	4/25/2015 9:14 AM
136	Would use more often if day time routes times were more accessible and weekend times were offered.	4/25/2015 9:13 AM
137	180	4/25/2015 9:10 AM
138	177, 978 (sea/Puyallup via Fed way/auburn)	4/25/2015 9:08 AM

139	Bike	4/24/2015 7:06 AM
140	166, 180	4/23/2015 5:07 PM
141	I'm in a vanpool from Kent to Seattle now, but I used to use the 168 5 days a week to get to the Sounder. Now I take the 168 a couple times per month when my schedule does not match my vanpool, or I need to leave my car at home for some reason.	4/23/2015 8:12 AM
142	212, 214, 554E	4/22/2015 11:41 AM
143	167 - the 143 has not been on time recently, and I'm fortunate to work in South Lake Union and have found route 167 to be a great alternative.	4/22/2015 10:15 AM
144	101 150	4/22/2015 8:34 AM
145	159,158	4/22/2015 8:32 AM
146	158	4/22/2015 7:07 AM
147	158 and 159	4/22/2015 6:49 AM
148	158, 150	4/22/2015 5:59 AM
149	164 and 150	4/22/2015 2:25 AM
150	101 157	4/21/2015 9:03 PM
151	route 101	4/21/2015 6:19 PM
152	554	4/21/2015 5:48 PM
153	164,150	4/21/2015 5:32 PM
154	101	4/21/2015 4:50 PM
155	158	4/21/2015 4:31 PM
156	158 159 157 169	4/21/2015 4:25 PM

Q5 How do you use these routes? (check all that apply)

Answered: 289 Skipped: 379



Answer Choices	Responses	
Get to/from work	75.09%	217
Special events	27.34%	79
Recreation/social	26.30%	76
Shopping/errands	20.42%	59
Medical	15.57%	45
Other (please describe)	7.61%	22
Get to/from school	6.57%	19
Get to/from church	3.81%	11
Get to/from food bank	3.46%	10
Look for a job	2.08%	6
Total Respondents: 289		

#	Other (please describe)	Date
1	Jury duty	5/4/2015 9:14 AM
2	I ride the Sounder train to Mariners/Sounders/Seahawks games when available.	5/4/2015 9:09 AM
3	I think there should be a later Thursday and Friday night trains leaving Seattle southbound at 10:30 or 11:00 PM. Back years ago the ferry system did that?????	5/4/2015 8:00 AM

4	Conferences or trainings in Seattle or Tacoma	5/2/2015 10:57 PM
5	Sporting events	5/2/2015 12:56 AM
6	Moo	5/1/2015 9:57 PM
7	airport	5/1/2015 6:25 PM
8	Sporting Events	5/1/2015 6:13 PM
9	Visiting property	5/1/2015 5:10 PM
10	emergency when I don't have a car or it's in the shop	4/28/2015 1:08 PM
11	Use Link Light Rail once or twice a month.	4/27/2015 1:36 PM
12	save gas	4/27/2015 12:51 PM
13	to conferences several times a year at Bellevue Hilton and SeaTAc Marriot	4/27/2015 8:15 AM
14	To get ANYWHERE really.	4/25/2015 11:00 PM
15	Volunteer position	4/25/2015 7:18 PM
16	sit	4/25/2015 6:16 PM
17	Every few weeks we go to Seattle to the 5th Avenue daytime matinee. We usually drive to Federal Way to pick up the A Line that takes us to the Tukwila Light Rail. Then we reverse the process. We leave our house at 9:00 a.m., park in the Federal Way station, catch the A Line and get to Seattle about 11:30. We have a quick lunch and see our show at 1:30. It is usually over at 4:15 p.m. We walk two blocks to the light rail station...and get to Federal Way by 6:00 p.m. It would be nice to have a bus that takes us to Seattle...but because of the different zones, peak and non-peak elements, the timing just doesn't work out. We tried to park at the light rail station but there is never any parking since it is on a Thursday. The Sound commuter train doesn't come back at a convenient time and we had the problem of how to get to the train station. The free parking lot is always full and so we worked out the Federal Way solution.	4/25/2015 11:52 AM
18	Auburn Library and the Algona Library	4/25/2015 11:48 AM
19	Work sporting events	4/25/2015 11:29 AM
20	For work purposes	4/25/2015 9:17 AM
21	Typically to get to Seattle for events.	4/22/2015 12:00 PM
22	To get downtown or whatever	4/22/2015 2:25 AM

Q6 What are the most common destinations you get to using these routes? Please specify the name of the location - for example, type "Greater Maple Valley Community Center" instead of "community center." For a work location, please list the employer and city.

Answered: 265 Skipped: 403

Answer Choices	Responses	
Destination 1	100.00%	265
Destination 2	46.42%	123
Destination 3	22.64%	60

#	Destination 1	Date
1	Seattle Municipal Tower	5/12/2015 5:31 PM
2	mariners	5/11/2015 11:15 PM
3	Providence Health & Services	5/6/2015 6:51 PM
4	Work: Cowlitz Indian Tribe/HHS Office in Tukwila	5/5/2015 11:40 PM
5	Boeing - Tukwila	5/5/2015 9:45 PM
6	Downtown Seattle	5/5/2015 1:13 PM
7	WSU Puyallup Extension, Puyallup	5/5/2015 1:06 PM
8	Providence Health & Services in the Bank of America Building	5/5/2015 12:50 PM
9	downtown seattle	5/5/2015 12:12 PM
10	Auburn Transit Center - Sounder Train	5/5/2015 8:30 AM
11	Amazon.com downtown Seattle	5/5/2015 8:26 AM
12	Heery Seattle	5/5/2015 8:05 AM
13	Downtown Seattle	5/5/2015 8:04 AM
14	Blanchard Building, Belltown Seattle	5/5/2015 7:42 AM
15	US Veterans Hospital, Seattle Wa	5/5/2015 4:40 AM
16	PACCAR Bellevue	5/4/2015 10:15 PM
17	home depot shopping center	5/4/2015 10:05 PM
18	Tacoma	5/4/2015 9:35 PM
19	800 Stewart St Seattle, WA	5/4/2015 9:15 PM
20	Holland America Line (lower Queen Anne, Seattle)	5/4/2015 9:10 PM
21	Downtown Seattle	5/4/2015 8:05 PM
22	downtown seattle	5/4/2015 6:48 PM
23	Covington Fred Meyer	5/4/2015 6:32 PM
24	redmond park and ride	5/4/2015 3:34 PM
25	Downtown Seattle	5/4/2015 12:04 PM
26	Tamara's Crossroads Station - because the bus doesn't go to Mud Mountain Dam	5/4/2015 10:45 AM
27	Harborview Medical center locations in Seattle	5/4/2015 10:37 AM
28	Federal Way off 336th for work	5/4/2015 10:14 AM
29	Sheraton Seattle Hotel-Seattle	5/4/2015 9:56 AM
30	King County Courthouse	5/4/2015 9:14 AM
31	Century Link Field	5/4/2015 9:09 AM
32	EMC - Seattle, WA	5/4/2015 9:09 AM
33	VA Hospital	5/4/2015 8:40 AM
34	City of Auburn city hall	5/4/2015 8:38 AM
35	City of Auburn, Auburn, WA	5/4/2015 8:05 AM
36	Work	5/4/2015 8:00 AM
37	Great Seattle for lunch and sporting events.	5/4/2015 7:25 AM

38	Met Park (Howell and Mercer, Seattle WA)	5/4/2015 7:05 AM
39	king county seattle	5/4/2015 6:15 AM
40	King Street Station	5/3/2015 9:44 PM
41	Expeditors International of Washington, Inc, Seattle	5/3/2015 8:45 PM
42	Tukwila Sounder Station	5/3/2015 8:16 PM
43	Seattle train station	5/3/2015 6:29 PM
44	Amazon.com corporate offices in South Lake Union	5/3/2015 6:22 PM
45	Downtown, Queen Anne	5/3/2015 2:21 PM
46	805 S. Charles St, Seattle, Wa City of Seattle Employee	5/3/2015 1:24 PM
47	walgreens, near Space needle	5/3/2015 10:36 AM
48	Downtown Seattle Chinook Building	5/3/2015 10:22 AM
49	King County Courthouse, Seattle	5/3/2015 8:24 AM
50	Puyallup	5/3/2015 8:07 AM
51	City of Seattle, Seattle	5/3/2015 12:42 AM
52	Seattle	5/2/2015 10:57 PM
53	Kent transit station,	5/2/2015 10:30 PM
54	Safeway	5/2/2015 8:43 PM
55	Kent Station	5/2/2015 8:34 PM
56	downtown Seattle (157, 158, 159)	5/2/2015 7:31 PM
57	Harborview Medical Center	5/2/2015 7:10 PM
58	to and from Seattle	5/2/2015 3:09 PM
59	University of Washington	5/2/2015 8:42 AM
60	seattle	5/2/2015 6:13 AM
61	Seattle: Goodwill Outlet Store, Medical Dental Building, Public Market,	5/2/2015 4:54 AM
62	Seattle	5/2/2015 3:50 AM
63	DT Seattle	5/2/2015 12:56 AM
64	Seatac Airport	5/2/2015 12:39 AM
65	Seattle	5/1/2015 11:28 PM
66	King Street	5/1/2015 10:52 PM
67	Big Fish, downtown Seattle	5/1/2015 9:59 PM
68	king street station (then walk to work from there)	5/1/2015 9:40 PM
69	Tether, Inc. Seattle	5/1/2015 9:35 PM
70	Kent transit center	5/1/2015 9:19 PM
71	Seattle VA	5/1/2015 8:39 PM
72	Amazon, Seattle (South Lake Union)	5/1/2015 8:24 PM
73	Federal Way	5/1/2015 8:21 PM
74	Booking.com Bellevue	5/1/2015 7:58 PM
75	Seattle City Center and stadiums	5/1/2015 7:42 PM

76	Auburn station	5/1/2015 7:39 PM
77	Seattle	5/1/2015 7:06 PM
78	Seattle university, seattle	5/1/2015 6:41 PM
79	kent station	5/1/2015 6:25 PM
80	century Link field	5/1/2015 6:23 PM
81	Safeco field	5/1/2015 6:22 PM
82	qwest field	5/1/2015 6:16 PM
83	King Street Station	5/1/2015 6:13 PM
84	Seattle	5/1/2015 6:11 PM
85	Seattle	5/1/2015 5:51 PM
86	Auburn Sounder Station	5/1/2015 5:44 PM
87	Downtown Seattle	5/1/2015 5:42 PM
88	Downtown seattle	5/1/2015 5:40 PM
89	PSE, Bellevue	5/1/2015 5:35 PM
90	work in Eastgate Bellevue	5/1/2015 5:30 PM
91	King County Seattle	5/1/2015 5:15 PM
92	Expedia, Inc, Bellevue WA	5/1/2015 5:10 PM
93	University of Washington	5/1/2015 4:54 PM
94	Seattle	5/1/2015 1:39 PM
95	Fred Meyer, Auburn	5/1/2015 1:03 PM
96	Downtown Auburn	4/29/2015 9:58 AM
97	Modus Box, Seattle	4/29/2015 7:45 AM
98	Downtown Seattle	4/28/2015 8:10 PM
99	Tukwila Sounder Station	4/28/2015 7:25 PM
100	City of Auburn- Auburn	4/28/2015 4:52 PM
101	Tommy Bahama, Seattle	4/28/2015 4:46 PM
102	IKEA	4/28/2015 4:01 PM
103	Seattle	4/28/2015 1:08 PM
104	Harborview Medical Center (193)	4/28/2015 8:50 AM
105	Safeco - Seattle	4/28/2015 8:42 AM
106	Kent	4/28/2015 7:59 AM
107	Medical - downtown Auburn	4/27/2015 8:27 PM
108	Seattle Public Library	4/27/2015 8:13 PM
109	rainier christian school little people campus, Auburn	4/27/2015 7:16 PM
110	Big Fish Games	4/27/2015 6:27 PM
111	F5 Networks, 401 Elliott Ave W, Seattle, WA 98119	4/27/2015 6:18 PM
112	Swedish Medical Center, First Hill	4/27/2015 4:31 PM
113	Nordstrom....Seattle, WA	4/27/2015 2:34 PM

114	Downtown Seattle	4/27/2015 1:57 PM
115	Downtown Seattle	4/27/2015 1:36 PM
116	UW Physicians, Seattle	4/27/2015 12:51 PM
117	federal way theater , mall	4/27/2015 12:51 PM
118	Work - King County at King Street Center in Seattle	4/27/2015 12:10 PM
119	Envision Telephony, Inc. Seattle, WA	4/27/2015 11:35 AM
120	DSHS office in Kent to work	4/27/2015 11:06 AM
121	Downtown Seattle	4/27/2015 10:52 AM
122	King Street Station, Seattle	4/27/2015 10:49 AM
123	Downtown Seattle	4/27/2015 9:40 AM
124	King Street Station	4/27/2015 9:36 AM
125	Lynden Inc., Seatac	4/27/2015 9:25 AM
126	Seattle Archdiocese of Seattle	4/27/2015 9:05 AM
127	Auburn Library	4/27/2015 8:32 AM
128	King County Metro, Seattle WA	4/27/2015 8:29 AM
129	Lea Hill	4/27/2015 8:26 AM
130	Evergreen Health (hospital)	4/27/2015 8:15 AM
131	zulily, Seattle	4/27/2015 7:52 AM
132	City of Auburn, Auburn	4/27/2015 7:39 AM
133	Swedish Medical Center	4/27/2015 7:26 AM
134	seattle downtown	4/27/2015 4:15 AM
135	Seattle Downtown	4/26/2015 9:50 PM
136	Starbucks Corporate Center, Seattle	4/26/2015 9:49 PM
137	seattle - multiple locations	4/26/2015 8:03 PM
138	ACT Theatre	4/26/2015 3:50 PM
139	Downtown Enumclaw	4/26/2015 2:00 PM
140	University Stop in Tunnel - theater, shopping, medical	4/26/2015 1:38 PM
141	seattle	4/26/2015 10:40 AM
142	seattle city light	4/26/2015 10:17 AM
143	King County, Seattle	4/26/2015 9:56 AM
144	Downtown Seattle	4/26/2015 9:49 AM
145	Pacific Place Shopping Center in Seattle	4/26/2015 9:12 AM
146	South Lake Union, Seattle	4/26/2015 9:05 AM
147	ECG Management Consultants, Seattle	4/26/2015 8:27 AM
148	Green River College, Auburn	4/26/2015 8:14 AM
149	Lake union	4/26/2015 8:00 AM
150	seattle public uttitys seattle washington 98134	4/26/2015 7:59 AM
151	work, south lake union	4/26/2015 3:31 AM

152	auburn park and ride	4/26/2015 3:13 AM
153	Downtown Seattle	4/26/2015 12:04 AM
154	LTK Engineering, Seattle	4/25/2015 11:59 PM
155	Safeway	4/25/2015 11:00 PM
156	Seattle- work	4/25/2015 10:43 PM
157	Nordstrom, Seattle wa	4/25/2015 10:24 PM
158	Expeditors International	4/25/2015 10:17 PM
159	Tacoma general hospital in Tacoma	4/25/2015 10:15 PM
160	Seattle (for work)	4/25/2015 9:09 PM
161	King County Council	4/25/2015 7:47 PM
162	Pike Place Market	4/25/2015 7:31 PM
163	amazon seattle	4/25/2015 7:24 PM
164	Seattle Art Museum	4/25/2015 7:18 PM
165	overlake transit center	4/25/2015 6:16 PM
166	Harborview Medical Center	4/25/2015 6:02 PM
167	Seattle	4/25/2015 5:52 PM
168	Seattle - downtown	4/25/2015 5:44 PM
169	U.S. Bank Centre	4/25/2015 5:09 PM
170	Downtown Seattle	4/25/2015 5:01 PM
171	downtown Seattle	4/25/2015 4:53 PM
172	Amazon, Seattle	4/25/2015 4:46 PM
173	Downtown Seattle	4/25/2015 4:43 PM
174	Westlake Center	4/25/2015 4:26 PM
175	Raisbeck Aviation High School	4/25/2015 4:21 PM
176	King St Station - Seattle	4/25/2015 3:31 PM
177	T-Mobile Factoria Bellevue	4/25/2015 3:23 PM
178	Seattle	4/25/2015 3:08 PM
179	seattle	4/25/2015 3:00 PM
180	K&L gates	4/25/2015 2:46 PM
181	downtown Seattle	4/25/2015 1:48 PM
182	downtown seattle	4/25/2015 1:36 PM
183	Seattle	4/25/2015 1:26 PM
184	Downtown Seattle	4/25/2015 1:10 PM
185	Auburn School District Transportation, Auburn	4/25/2015 12:45 PM
186	TJMaxx. My Place of Employment	4/25/2015 12:44 PM
187	Downtown Seattle	4/25/2015 12:39 PM
188	King Street Station	4/25/2015 12:39 PM
189	seattle	4/25/2015 12:13 PM

190	Seattle Museums	4/25/2015 11:58 AM
191	Seattle - 5th Avenue	4/25/2015 11:52 AM
192	Auburn Library	4/25/2015 11:48 AM
193	Downtown Seattle	4/25/2015 11:37 AM
194	federal way	4/25/2015 11:29 AM
195	Seattle	4/25/2015 11:18 AM
196	lakeland hills	4/25/2015 11:14 AM
197	Seattle stadiums or Westlake	4/25/2015 11:01 AM
198	Pike Place Market	4/25/2015 10:57 AM
199	Seattle	4/25/2015 10:47 AM
200	NPI, Inc - Seattle (14th & Cloverdale)	4/25/2015 10:41 AM
201	King County Courthouse, Seattle	4/25/2015 10:41 AM
202	5th Avenue Theater	4/25/2015 10:33 AM
203	Skinspirit, Fremont, WA	4/25/2015 10:30 AM
204	downtown Seattle is the only place I CAN get too on a bus. no public transportation to Bellevue, Auburn or Tacoma.	4/25/2015 10:28 AM
205	Auburn Train Station	4/25/2015 10:24 AM
206	Seattle King Street Station	4/25/2015 10:21 AM
207	Boeing, Tukwila	4/25/2015 10:20 AM
208	Home: Lea Hill, Auburn WA	4/25/2015 10:20 AM
209	Walmart in Auburn	4/25/2015 10:16 AM
210	Work All-Star Auto Glass Seattle, Petsmart Tukwila, Eastside Autoglass Issaquah	4/25/2015 10:15 AM
211	Auburn senior center	4/25/2015 10:08 AM
212	Amazon.com Seattle	4/25/2015 10:06 AM
213	Downtown Seattle	4/25/2015 10:04 AM
214	Downtown Seattle (King Street Station)	4/25/2015 9:50 AM
215	Downtown Seattle	4/25/2015 9:37 AM
216	Bellevue	4/25/2015 9:36 AM
217	Auburn Transit Center	4/25/2015 9:34 AM
218	Seattle Public Utilities, Seattle	4/25/2015 9:33 AM
219	Route 180 to Kent Transit Center	4/25/2015 9:29 AM
220	Providence Health & Services, Renton WA	4/25/2015 9:29 AM
221	Kent station	4/25/2015 9:28 AM
222	Downtown Seattle	4/25/2015 9:22 AM
223	Bus 497 - to/from Auburn Transit Center	4/25/2015 9:19 AM
224	Sunset Park	4/25/2015 9:17 AM
225	outlet collection auburn	4/25/2015 9:14 AM
226	Auburn Rail Station	4/25/2015 9:10 AM

227	seattle	4/25/2015 9:10 AM
228	king county courthouse, Seattle	4/25/2015 9:08 AM
229	Downtown	4/25/2015 9:08 AM
230	Down town Seattle	4/25/2015 9:07 AM
231	Seattle	4/25/2015 9:07 AM
232	Safeco Plaza - Seattle	4/25/2015 9:05 AM
233	King Street Station	4/24/2015 1:04 PM
234	Seattle for work, not giving my employer.	4/24/2015 7:57 AM
235	Sea Mar Community Health Centers - Kent Behavioral Health	4/24/2015 7:47 AM
236	Harborview Medical Center, Seattle	4/24/2015 7:06 AM
237	3rd & Pike stop	4/23/2015 7:02 PM
238	hiline lanes, burien	4/23/2015 5:07 PM
239	Smith Freed & Eberhard, Seattle	4/23/2015 2:44 PM
240	1st ave south, Seattle, WA	4/23/2015 12:59 PM
241	Cushman and Wakefield Commerce, Seattle, WA	4/22/2015 12:08 PM
242	Seattle	4/22/2015 12:00 PM
243	Zillow, Seattle	4/22/2015 11:41 AM
244	Nordstrom Corporate Offices - Seattle	4/22/2015 11:34 AM
245	Custom Mechanical Solutions, Inc. - Seattle	4/22/2015 10:15 AM
246	King County Chinook building	4/22/2015 9:28 AM
247	Pike Brewery Seattle	4/22/2015 8:34 AM
248	Plymouth Housing Group, Seattle	4/22/2015 8:32 AM
249	Puget Sound Clean Air Agency, Seattle, WA	4/22/2015 7:07 AM
250	Kent Meridian Park and ride to downtown Seattle	4/22/2015 6:49 AM
251	southcenter mall	4/22/2015 5:59 AM
252	Kent Library	4/22/2015 2:25 AM
253	downtown Seattle	4/21/2015 9:03 PM
254	Downtown Seattle 6th and Seneca	4/21/2015 8:52 PM
255	PND Engineers, Seattle	4/21/2015 7:28 PM
256	to work Ivars Seattle downtown	4/21/2015 6:19 PM
257	seattle?	4/21/2015 6:04 PM
258	South lake union uw medicine, seattle	4/21/2015 5:48 PM
259	1201 Third Avenue Seattle	4/21/2015 5:42 PM
260	Pacific Market International Seattle	4/21/2015 5:42 PM
261	Kent Station	4/21/2015 5:32 PM
262	Russell Investments, Downtown Seattle	4/21/2015 4:50 PM
263	VM Seattle	4/21/2015 4:31 PM
264	Covington square	4/21/2015 4:25 PM

265	Chinook building, Seattle	4/21/2015 4:12 PM
#	Destination 2	Date
1	Kent Goodwill	5/12/2015 5:31 PM
2	South Center	5/6/2015 6:51 PM
3	Shopping: Federal Way Transit Center	5/5/2015 11:40 PM
4	Enumclaw QFC	5/5/2015 9:45 PM
5	Auburn YMCA	5/5/2015 1:06 PM
6	Wells Fargo Bank, 999 Third Ave, Seattle	5/5/2015 8:30 AM
7	Maple Valley	5/5/2015 8:04 AM
8	Dog days Inn.Auburn Wa	5/5/2015 4:40 AM
9	Jackson Federal Building	5/4/2015 10:15 PM
10	Seattle	5/4/2015 9:35 PM
11	DT Seattle then transfer	5/4/2015 6:48 PM
12	Kent Station	5/4/2015 6:32 PM
13	downtown seattle near cherry st	5/4/2015 3:34 PM
14	different churches in Federal Way	5/4/2015 10:37 AM
15	Westin Bellevue-Bellevue	5/4/2015 9:56 AM
16	University of Washington	5/4/2015 8:40 AM
17	Play Seattle for Dinner, Baseball, Football, The arts, Dancing, to vist family and friends.	5/4/2015 8:00 AM
18	Amazon Main Campus (Republican and Westlake, Seattle, WA)	5/4/2015 7:05 AM
19	Auburn Transportation Center	5/3/2015 9:44 PM
20	Buses from the train station to Columbia tower building	5/3/2015 6:29 PM
21	Baseball or Football Stadiums, Seattle Wa	5/3/2015 1:24 PM
22	Swedish medical center, Madison & 4th.	5/3/2015 10:36 AM
23	University of WA, Seattle	5/3/2015 12:42 AM
24	Tacoma	5/2/2015 10:57 PM
25	Auburn YMCA	5/2/2015 10:30 PM
26	Valley Cities Counseling and Consultation	5/2/2015 8:43 PM
27	Auburn Station	5/2/2015 8:34 PM
28	return from downtown seattle (168, 158, 159)	5/2/2015 7:31 PM
29	Fred Hutchinson Cancer Research Center	5/2/2015 8:42 AM
30	Auburn: Valley Mental Health, Outlet Collection, Wal Mart, Sams Club	5/2/2015 4:54 AM
31	Seattle; sporting events	5/2/2015 12:39 AM
32	Bellevue Transit Center	5/1/2015 10:52 PM
33	Southcenter	5/1/2015 8:39 PM
34	Seattle	5/1/2015 8:21 PM
35	Tacoma City Center	5/1/2015 7:42 PM
36	Tukwila station	5/1/2015 7:39 PM

37	Federal Way	5/1/2015 6:25 PM
38	Seattle Central college	5/1/2015 6:23 PM
39	Century Link Field	5/1/2015 6:22 PM
40	safeco field	5/1/2015 6:16 PM
41	Auburn	5/1/2015 5:51 PM
42	King Street Station	5/1/2015 5:44 PM
43	Auburn	5/1/2015 5:42 PM
44	South center mall	5/1/2015 5:40 PM
45	Seattle - downtown shopping district	5/1/2015 5:35 PM
46	work in downtown Seattle	5/1/2015 5:30 PM
47	Seattle Downtown	5/1/2015 1:03 PM
48	Group Health -Federal Way	4/29/2015 9:58 AM
49	Seatac Airport	4/28/2015 8:10 PM
50	King Street Station, Seattle	4/28/2015 7:25 PM
51	Downtown Seattle	4/28/2015 4:52 PM
52	puyallup	4/28/2015 1:08 PM
53	UW Medical Center (197)	4/28/2015 8:50 AM
54	Wilderness Village - Maple Valley	4/28/2015 8:42 AM
55	Federal Way	4/28/2015 7:59 AM
56	Auburn Station	4/27/2015 8:27 PM
57	KRWM radio, Bellevue	4/27/2015 8:13 PM
58	Fred myers	4/27/2015 7:16 PM
59	Swedish Medical Center, Cherry Hill	4/27/2015 4:31 PM
60	Tukwilla	4/27/2015 1:57 PM
61	kent east hill	4/27/2015 12:51 PM
62	Group Health Capitol Hill in Seattle	4/27/2015 12:10 PM
63	Home	4/27/2015 11:06 AM
64	Auburn Commons Mall	4/27/2015 8:32 AM
65	City Hall	4/27/2015 8:26 AM
66	SeaTAc airport	4/27/2015 8:15 AM
67	Tukwila-Southcenter Mall	4/27/2015 7:26 AM
68	back home to auburn	4/27/2015 4:15 AM
69	Century Link Field and event center	4/26/2015 9:49 PM
70	Pike St Public Market	4/26/2015 3:50 PM
71	V. Mason	4/26/2015 1:38 PM
72	downtown Tacoma--multiple, special events	4/26/2015 9:56 AM
73	Kent station for transfers	4/26/2015 8:14 AM
74	seattle sports stadiums	4/26/2015 3:31 AM

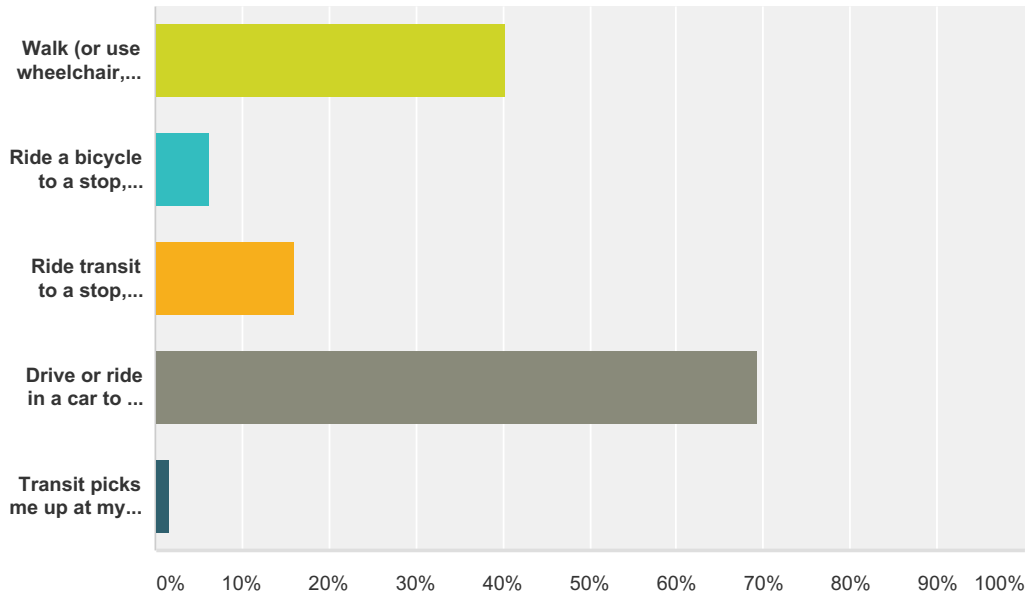
75	downtown seattle	4/26/2015 3:13 AM
76	Valley Cities Mental Health	4/25/2015 11:00 PM
77	down town Seattle	4/25/2015 10:15 PM
78	Safeco Field	4/25/2015 7:47 PM
79	Tacoma	4/25/2015 5:52 PM
80	Federal Way Transit Center	4/25/2015 5:09 PM
81	Safeco Stadium	4/25/2015 4:26 PM
82	Downtown	4/25/2015 3:23 PM
83	Kent	4/25/2015 3:00 PM
84	southcenter	4/25/2015 1:48 PM
85	New Day Christian Fellowship, Auburn	4/25/2015 12:45 PM
86	Covington for Business and Pleasure	4/25/2015 12:44 PM
87	Auburn Station	4/25/2015 12:39 PM
88	Tacoma Museums	4/25/2015 11:58 AM
89	Federal Way Transit Center	4/25/2015 11:52 AM
90	Federal Way Shopping Mall on 320th	4/25/2015 11:48 AM
91	Seattle	4/25/2015 11:29 AM
92	lakeland hills shopping center	4/25/2015 11:14 AM
93	Kent Station	4/25/2015 10:57 AM
94	Sport Viewing Events at Safeco/Seahawk Stadiums	4/25/2015 10:33 AM
95	Tukwilla Train Station	4/25/2015 10:24 AM
96	mariner Games	4/25/2015 10:20 AM
97	Work: 12400 East Marginal Way S. Tukwila WA	4/25/2015 10:20 AM
98	Doctors and Auburn General	4/25/2015 10:16 AM
99	Medical apps. Maple Valley, Bellevue, Seattle, Renton	4/25/2015 10:15 AM
100	Kent senior center	4/25/2015 10:08 AM
101	Seattle	4/25/2015 9:36 AM
102	Downtown Seattle	4/25/2015 9:34 AM
103	Route 150 from Kent Transit Center to job at MacDonald Hoague & Bayless in Seattle	4/25/2015 9:29 AM
104	Tukwila/kent west valley hwy	4/25/2015 9:28 AM
105	Sounder Train - to/from employer Sedgwick LawFirm Seattle	4/25/2015 9:19 AM
106	King station	4/25/2015 9:17 AM
107	downtown seattle	4/25/2015 9:14 AM
108	Tukwila Rail Station	4/25/2015 9:10 AM
109	auburn transit center	4/25/2015 9:08 AM
110	home in auburn	4/25/2015 9:08 AM
111	Seattle Pacific University	4/25/2015 9:05 AM
112	Legendary Donuts, Covington	4/24/2015 7:06 AM

113	Renton Transit Center	4/23/2015 7:02 PM
114	Issaquah shopping, games	4/22/2015 11:41 AM
115	Century Link Stadium Seattle	4/22/2015 8:34 AM
116	multicare kent & covington	4/22/2015 5:59 AM
117	Covington Walmart	4/22/2015 2:25 AM
118	Kent Station	4/21/2015 8:52 PM
119	home to Renton Transit Center	4/21/2015 6:19 PM
120	university of washington, seattle	4/21/2015 5:48 PM
121	South Center Mall	4/21/2015 5:32 PM
122	Fred Meyer	4/21/2015 4:31 PM
123	Maple valley four corners	4/21/2015 4:25 PM
#	Destination 3	Date
1	Fred Meyers	5/6/2015 6:51 PM
2	Auburn Outlet Collection	5/5/2015 9:45 PM
3	Auburn Senior Center	5/5/2015 1:06 PM
4	Kenworth Factory Renton	5/4/2015 10:15 PM
5	Puyallup	5/4/2015 6:48 PM
6	Auburn supermall	5/4/2015 10:37 AM
7	Waterfront, Seattle	5/3/2015 12:42 AM
8	Outlet Collection Mall	5/2/2015 10:30 PM
9	Target-Federal Way	5/2/2015 8:43 PM
10	kent station (158, 159)	5/2/2015 7:31 PM
11	home	5/2/2015 12:39 AM
12	Puyallup	5/1/2015 8:21 PM
13	Seattle	5/1/2015 6:25 PM
14	Downtown Seattle	5/1/2015 6:22 PM
15	Southcenter	5/1/2015 5:35 PM
16	Edmonds	5/1/2015 1:03 PM
17	Century Link Field	4/28/2015 4:52 PM
18	enumclaw	4/28/2015 1:08 PM
19	Puyallup	4/28/2015 7:59 AM
20	Downtown Enumclaw	4/27/2015 8:27 PM
21	car parked at Auburn TC	4/27/2015 8:13 PM
22	Auburn Healthpoint	4/27/2015 7:16 PM
23	renton transit landing	4/27/2015 12:51 PM
24	Auburn Station to get to Sounder	4/27/2015 12:10 PM
25	Kent Social Security office and surrounding areas	4/27/2015 8:32 AM
26	Sea Tac Airport	4/27/2015 8:26 AM

27	Bellevie Hilton	4/27/2015 8:15 AM
28	Pike Place Market	4/27/2015 7:26 AM
29	Safeco Field	4/26/2015 9:49 PM
30	SAM	4/26/2015 3:50 PM
31	downtown Seattle-workshops	4/26/2015 9:56 AM
32	Auburn station, for transfers	4/26/2015 8:14 AM
33	Other Medical offices around the South King County area	4/25/2015 11:00 PM
34	seatac airport	4/25/2015 10:15 PM
35	Events	4/25/2015 3:23 PM
36	Seattle	4/25/2015 3:00 PM
37	Walmart/Outlet Collection, Auburn	4/25/2015 12:45 PM
38	Supermall for Shopping and Social Tim	4/25/2015 12:44 PM
39	Tukwila Light Rail	4/25/2015 11:52 AM
40	Fred Meyer in Auburn	4/25/2015 11:48 AM
41	green river community college	4/25/2015 11:14 AM
42	Washington State Convention Center	4/25/2015 10:57 AM
43	UofW Stadium/Medical	4/25/2015 10:33 AM
44	sounder games	4/25/2015 10:20 AM
45	Fun, Federal way, Seattle, Tukwila, Renton, Bellevue, Kent, Auburn	4/25/2015 10:15 AM
46	LDS church	4/25/2015 10:08 AM
47	Tacoma	4/25/2015 9:36 AM
48	Seattle	4/25/2015 9:28 AM
49	Metro Link or Metro bus underground tunnel - to/from employer in Seattle	4/25/2015 9:19 AM
50	Columbia way south	4/25/2015 9:17 AM
51	Lakeland Hills - Sunset Park	4/25/2015 9:10 AM
52	Safeway, Covington	4/24/2015 7:06 AM
53	Bellevue eastgate social gatherings	4/22/2015 11:41 AM
54	Downtown Seattle	4/22/2015 8:34 AM
55	covington library	4/22/2015 5:59 AM
56	Home	4/22/2015 2:25 AM
57	Southcenter	4/21/2015 8:52 PM
58	Harborview Medical Center	4/21/2015 5:32 PM
59	Group Health Kent	4/21/2015 4:31 PM
60	Timberlane	4/21/2015 4:25 PM

Q7 How do you reach transit?

Answered: 286 Skipped: 382



Answer Choices	Responses
Walk (or use wheelchair, etc.) to a stop, park-and-ride, or transit center	40.21% 115
Ride a bicycle to a stop, park-and-ride, or transit center	6.29% 18
Ride transit to a stop, park-and-ride, or transit center	16.08% 46
Drive or ride in a car to a stop, park-and-ride, or transit center	69.23% 198
Transit picks me up at my home	1.75% 5
Total Respondents: 286	

#	If you access transit at a park-and-ride or transit center, which one do you use?	Date
1	Lake Meridian P-R	5/5/2015 11:40 PM
2	Auburn transit center Tukwila transit center	5/5/2015 9:45 PM
3	Auburn transit center by way of bus from stop near home	5/5/2015 1:06 PM
4	Maple Valley Park and Ride	5/5/2015 12:50 PM
5	Auburn station	5/5/2015 12:12 PM
6	Sunset Park and Auburn Transit	5/5/2015 8:30 AM
7	Auburn	5/5/2015 8:26 AM
8	Kent	5/5/2015 8:05 AM
9	Maple Valley (by highway 18 exit)	5/5/2015 8:04 AM
10	Issaquah TC	5/5/2015 7:42 AM
11	Auburn	5/5/2015 4:40 AM
12	Auburn Transit Center, Kent Transit Center	5/4/2015 10:15 PM
13	Kent station	5/4/2015 10:05 PM
14	Maple Valley P&R (SE 231st/SR 169) or Kent Station	5/4/2015 9:10 PM
15	redmond	5/4/2015 3:34 PM

16	FW TC	5/4/2015 10:14 AM
17	Auburn Train Station Federal Way Transit Station	5/4/2015 9:56 AM
18	Auburn train Station	5/4/2015 8:40 AM
19	Tukwila, Sounder station	5/4/2015 8:38 AM
20	Auburn Transit Center	5/4/2015 8:05 AM
21	Puyallup	5/4/2015 7:25 AM
22	Auburn Train station which desperately needs more parking	5/4/2015 7:05 AM
23	Train station	5/4/2015 6:15 AM
24	Auburn Train Station	5/3/2015 8:45 PM
25	Auburn	5/3/2015 1:24 PM
26	Sounder train in Auburn	5/3/2015 10:22 AM
27	Auburn Station	5/3/2015 8:07 AM
28	Auburn, and Kent Station	5/3/2015 12:42 AM
29	Auburn and Kent	5/2/2015 10:30 PM
30	Lake Meridian Park n Ride	5/2/2015 7:31 PM
31	Federal way;starlake or kent park n ride	5/2/2015 12:39 AM
32	Auburn Transit Center	5/1/2015 10:52 PM
33	Auburn Transit Center	5/1/2015 9:59 PM
34	Kent Sounder Station	5/1/2015 8:24 PM
35	Auburn.	5/1/2015 8:21 PM
36	Auburn Sounder Station	5/1/2015 7:42 PM
37	Sunset park	5/1/2015 7:39 PM
38	Auburn train station	5/1/2015 7:06 PM
39	Auburn transit center	5/1/2015 6:23 PM
40	Downtown Auburn Sounder Train	5/1/2015 6:22 PM
41	Auburn Transit Center	5/1/2015 6:13 PM
42	Kent	5/1/2015 5:40 PM
43	Kent station, Bellevue transit station	5/1/2015 5:35 PM
44	Kent Station or Interurban P&R	5/1/2015 5:30 PM
45	Auburn Transit Center	5/1/2015 5:15 PM
46	kent station	5/1/2015 5:10 PM
47	Federal Way Transit Center	5/1/2015 4:54 PM
48	Auburn Train station	5/1/2015 1:39 PM
49	Federal Way Transit Center primarily, but occasionally Auburn Station & others...	4/29/2015 4:31 PM
50	Auburn Station	4/28/2015 4:46 PM
51	federal way and auburn	4/28/2015 1:08 PM
52	Federal Way Transit Center	4/28/2015 8:50 AM
53	Auburn TC, Bellevue TC	4/27/2015 8:13 PM

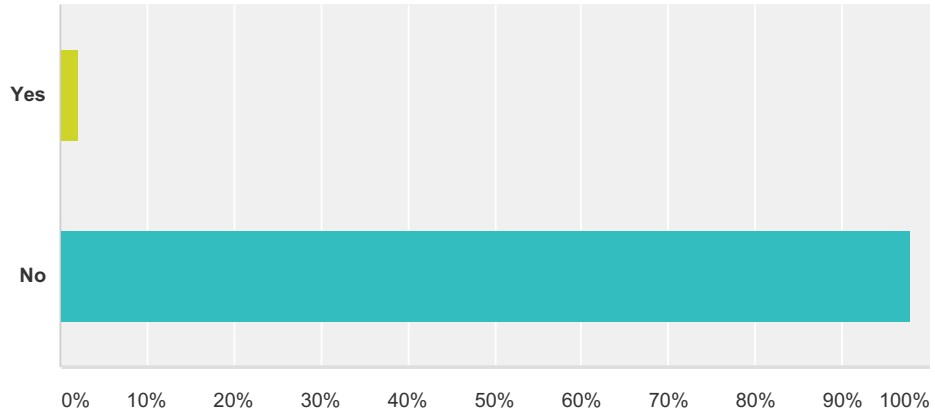
54	Auburn	4/27/2015 7:40 PM
55	Auburn sounder station parking garage	4/27/2015 6:27 PM
56	Renton Transit Center	4/27/2015 6:18 PM
57	Federal Way Park-and Ride	4/27/2015 2:34 PM
58	Tukwilla	4/27/2015 1:57 PM
59	Tukwila. Will use the 200th transit center when it opens.	4/27/2015 1:36 PM
60	Federal Way 320th P&R	4/27/2015 12:51 PM
61	auburn, kent, renton	4/27/2015 12:51 PM
62	Auburn Station	4/27/2015 12:10 PM
63	Sunset park	4/27/2015 11:06 AM
64	Auburn Sounder Station	4/27/2015 10:52 AM
65	Sunset park and ride	4/27/2015 8:50 AM
66	Auburn TC	4/27/2015 8:32 AM
67	Kent Station	4/27/2015 8:29 AM
68	my partner drops me off at the train on the way to work.	4/27/2015 8:15 AM
69	Auburn Transit Center	4/27/2015 7:52 AM
70	Federal Way and Auburn	4/27/2015 7:39 AM
71	I also walk to the 180 stop near my apartment when I take that route	4/27/2015 7:26 AM
72	Auburn	4/27/2015 4:15 AM
73	Auburn Sounder Station	4/26/2015 9:49 PM
74	Auburn usually, sometimes Kent	4/26/2015 8:03 PM
75	West James Street - Kent	4/26/2015 1:38 PM
76	federal way 320th	4/26/2015 10:17 AM
77	Auburn transit center	4/26/2015 9:56 AM
78	auburn station	4/26/2015 9:49 AM
79	My option doesn't really fit here. We have found that there is never enough parking ANYWHERE. we need more parking ramps installed with train stations. I currently drive from auburn to Kent, where my husband works. He gets in and drives us to the airport light rail station. I call him to come back and pick us up. Not convenient for anyone	4/26/2015 9:12 AM
80	Auburn Station	4/26/2015 9:05 AM
81	Auburn Transit Center	4/26/2015 8:27 AM
82	Auburn and Kent	4/26/2015 8:14 AM
83	Federal way	4/26/2015 8:00 AM
84	Auburn park and ride downtown at the train and bus station	4/26/2015 3:31 AM
85	Auburn	4/26/2015 3:13 AM
86	Sumner or Auburn	4/25/2015 11:59 PM
87	Transit Center	4/25/2015 11:00 PM
88	Auburn	4/25/2015 10:24 PM
89	Auburn Station	4/25/2015 10:17 PM

90	Auburn sounder, Kent sounder, Tukwila light rail	4/25/2015 10:15 PM
91	Auburn Station	4/25/2015 9:09 PM
92	Bonney lake P&R...wish they had bike cages so i can ride.	4/25/2015 7:24 PM
93	James Street	4/25/2015 7:18 PM
94	Auburn park and ride	4/25/2015 6:16 PM
95	Auburn, Kent, Renton	4/25/2015 6:11 PM
96	Pierce Transit #497	4/25/2015 6:02 PM
97	Auburn & Tukwila by the airport	4/25/2015 5:52 PM
98	Auburn	4/25/2015 5:44 PM
99	Federal Way	4/25/2015 5:09 PM
100	Sounder and Light Rail	4/25/2015 5:01 PM
101	Auburn	4/25/2015 4:46 PM
102	Auburn Transit Center, Tukwilla Light Rail	4/25/2015 4:26 PM
103	Pierce Transit 497	4/25/2015 3:08 PM
104	FWTC	4/25/2015 1:36 PM
105	Auburn	4/25/2015 1:26 PM
106	Auburn Sounder Station	4/25/2015 1:10 PM
107	Auburn Rail Station, Federal Way Transit Station, Kent Rail Station	4/25/2015 12:44 PM
108	Auburn Sounder Station	4/25/2015 12:39 PM
109	Auburn Station	4/25/2015 12:39 PM
110	Auburn train station	4/25/2015 12:13 PM
111	Auburn downtown	4/25/2015 11:58 AM
112	Federal Way	4/25/2015 11:52 AM
113	I walk to Sunset Park and catch the 497 to Auburn	4/25/2015 11:48 AM
114	Lakeland Hills	4/25/2015 11:18 AM
115	150	4/25/2015 10:47 AM
116	Federal Way, SEATAC, Tukwila	4/25/2015 10:33 AM
117	Westgate or Issaquah	4/25/2015 10:28 AM
118	Transit Center	4/25/2015 10:24 AM
119	Auburn Transit Center. The garage is full before 0700	4/25/2015 10:21 AM
120	Auburn	4/25/2015 10:16 AM
121	Auburn Station, Kent Station, Tukwila Station, Light Rail station in Tukwila/Burien area,	4/25/2015 10:15 AM
122	Sunset Park	4/25/2015 10:06 AM
123	Auburn Station	4/25/2015 10:04 AM
124	Auburn Transit Center	4/25/2015 9:50 AM
125	Auburn Transit Center	4/25/2015 9:34 AM
126	Kent Station, sometimes Tukwila Train Station	4/25/2015 9:33 AM

127	Auburn TC; please note: Auburn turned against the tax payers of the city and is letting DIAMOND PARKING - rip off the community. Diamond Company is against people with disabilities as they have ticketed me with sever fines for parking in a disabled spot, even ticketed me with my State Disability Packard hanging from my rear-view mirror; and tripled the fine amount. Your ATC parking garage is inadequate, mass-transit is suffering and losing customers because of this. If you want to help the community...then help get rid of DIAMOND PARKING CO. from ALL transit centers	4/25/2015 9:25 AM
128	Star Lake Park and Ride	4/25/2015 9:22 AM
129	I drive to Bus 497 park and ride at Sunset Park in Lakeland Hills, Auburn. Ride that transit bus to Auburn Transit Center to ride Sounder Train. Reverse coming back home.	4/25/2015 9:19 AM
130	Transit center	4/25/2015 9:14 AM
131	Auburn	4/25/2015 9:10 AM
132	Auburn	4/25/2015 9:10 AM
133	Auburn transit or 320th Park & ride, Fed way	4/25/2015 9:08 AM
134	Auburn Sounder Station	4/25/2015 9:05 AM
135	Kent Station	4/24/2015 7:06 AM
136	Renton Transit Center	4/23/2015 7:02 PM
137	231st & Maple Valley Hwy	4/23/2015 2:44 PM
138	Auburn Transit Center or Tukwila Sounder/Amtrak park and ride	4/23/2015 12:59 PM
139	Kent Station	4/23/2015 8:12 AM
140	Auburn Transit Center	4/22/2015 12:00 PM
141	Renton transit center, issaquah transit center, eastgate transit center	4/22/2015 11:41 AM
142	Renton Transit Center	4/22/2015 11:34 AM
143	Renton Transit Center - please stop reducing the parking spaces!	4/22/2015 10:15 AM
144	Auburn	4/22/2015 9:28 AM
145	I go to the Renton transit center for the 143 & 101. I go to the the Tukwila Park & Ride for the 150.	4/22/2015 8:34 AM
146	Fred Meyer at 4 Corners, Maple Valley, WA - park - and-pool	4/22/2015 7:07 AM
147	Kent Meridian Park and Ride	4/22/2015 6:49 AM
148	Kent station	4/22/2015 5:59 AM
149	Renton Transit Center	4/21/2015 9:03 PM
150	Fred Meyer	4/21/2015 8:52 PM
151	Issaquah transit center	4/21/2015 5:48 PM
152	Renton	4/21/2015 5:42 PM
153	Maple Valley Hwy. and 152nd	4/21/2015 4:50 PM
154	Lake Meridian Park and ride	4/21/2015 4:31 PM
155	Kent station	4/21/2015 4:25 PM

Q8 Do you need a lift or ramp when using public transportation?

Answered: 287 Skipped: 381

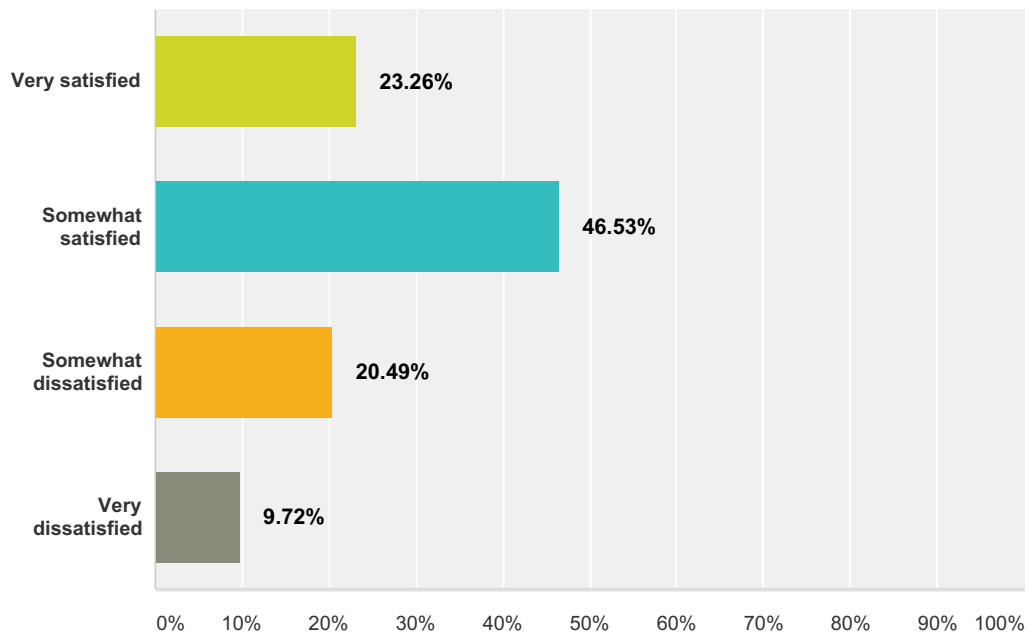


Answer Choices	Responses
Yes	2.09% 6
No	97.91% 281
Total	287

#	If yes, please describe your mobility needs.	Date
1	power wheel chair	5/5/2015 9:45 PM
2	Have severe difficulties walking	5/4/2015 10:37 AM
3	We have kids in strollers, therefore trains are nice because you can usually just walk in	4/26/2015 9:12 AM

Q9 Generally, how satisfied are you with the transit routes you use?

Answered: 288 Skipped: 380



Answer Choices	Responses
Very satisfied	23.26% 67
Somewhat satisfied	46.53% 134
Somewhat dissatisfied	20.49% 59
Very dissatisfied	9.72% 28
Total	288

#	Why?	Date
1	There are many stops on route 143/907 but the bus needs to be available during more times during the work week as well as the weekend.	5/12/2015 5:31 PM
2	I have 1 amazing bus driver on the 180 Tues, Thurs, Fri going to the Auburn transit center on 29th and F street at 6:49am, great guy nice friendly he even stopped at my corner when he saw me I was late, I have seen him do this for a Mom and her child amazing driver and always make it to the train by 7:04. All the other driver are Jerk rude mean D-bag wouldn't stop and wait even if you ran and were 2 feet away i have missed trains because new people that drive dont give a flip. The trains don't run often some day they just don't show up some das new d bag drivers come early and won't stop eveN tho your on time Jerks. I luckily have a very understanding boss other people could get fired over a bus just never coming, or coming early. I road Tri-met in Portland for decades way better everything is connected and 1 system. If it was easier to drive I probably would but WA is filled with horrible drivers. The only reason I use it is because my work pays for it otherwise I probably would drive I wouldn't pay for the unreliable transit in WA	5/6/2015 6:51 PM
3	I would have to walk over a mile to reach a bus if I didn't have a car!	5/5/2015 11:40 PM
4	Limited hours of service, no Sunday service and 1 1/2 hour waits between pickups.	5/5/2015 9:45 PM
5	I notice how many people are dependent on bus transportation for all of their needs, and worry that our local routes will be eliminated resulting in isolating many handicap challenged individuals.	5/5/2015 1:06 PM
6	Would like more options in the morning. The last bus leaves at 7:10am, would like an option that got me downtown closer to 9 am or 9:30 am. In the evenings, the bus home is consistently late.	5/5/2015 12:50 PM
7	There're so many choices you just need to do some planning and I believe people would be surprised at how they could get around	5/5/2015 12:12 PM
8	The 497 route seems to have a tough time keeping regular drivers on the route and some pickup times have a bad reputation of being continually late.	5/5/2015 8:30 AM
9	Very consistent schedules. I get to work and back home on a very predictable time table.	5/5/2015 8:26 AM
10	Fast and efficient, but not enough trains midday.	5/5/2015 8:05 AM
11	Inconsistent times.	5/5/2015 8:04 AM
12	The first 143 gets me to work @ 645, later than I'd like. Also, the first pick up to get home isn't until 4:03, which then gets back to MV at 5:30. That's a LONG day, especially on a non-AC bus during the summer.	5/5/2015 7:42 AM
13	Not enough Express routes in Auburn to Seattle	5/5/2015 4:40 AM
14	Would be very satisfied with higher capacity 567 express route extended to Auburn.	5/4/2015 10:15 PM
15	It doesn't take me up 272 nd past the mulitcare	5/4/2015 10:05 PM
16	It would be great to have a route to the Covington/Maple Valley area. Traffic in Kent has become terrible.	5/4/2015 9:35 PM
17	It takes 1.5 hours to get to my office from the Maple Valley P&R, that includes one transfer. Just getting tired downtown Seattle on the 143 takes way too long. We need an express bus from Maple Valley to downtown Seattle.	5/4/2015 9:10 PM
18	Buses are often late. Also, when cutting funding to routes, which means less routes which means WAY WAY more people on a bus than normal making stops sometimes nonexistent.	5/4/2015 6:48 PM
19	it takes longer to get somewhere on the bus than it would take to walk	5/4/2015 3:34 PM

20	I purchased a home within walking distance from the Auburn transit center. My husband and I have just 1 car so the convenience of public transportation so close to home is a plus. When the train disembarks in Seattle I have the option to walk, ride a bus or catch the light rail to my office building. I usually walk. I know more parking at the transit centers would be a plus. The local and county governments are pushing for commuters to use public transportation but park n rides are full, city streets are limited to 2 hours so that makes it difficult for some.	5/4/2015 12:04 PM
21	They are not very convenient, take forever, are painful, and stressful	5/4/2015 10:37 AM
22	The timing between transfers make me wait a long time, or I miss the transfer as one bus is late and the other leaves early just by 2 minutes.	5/4/2015 10:14 AM
23	They run on time and are reliable. They are very full, most days people are standing.	5/4/2015 9:56 AM
24	Limited schedules and locations	5/4/2015 9:14 AM
25	Parking can be very limited at times.	5/4/2015 9:09 AM
26	Don't have to pay for parking. Train drops me off very close to work.	5/4/2015 9:09 AM
27	Lack of access to the Rapid Ride so reach SeaTac light link	5/4/2015 8:40 AM
28	Need more frequent sounder schedule southbound in the am and northbound in the pm.	5/4/2015 8:38 AM
29	Expedient, comfortable, and relatively reliable service. Would appreciate additional reverse commute options (especially in the evenings).	5/4/2015 8:05 AM
30	Somewhat satisfied because: (1) Auburn train station doesn't have sufficient parking in the garage so I'm forced to pay for a permit to park across the street from the train station. (2) Sounder train only gets me to downtown, then I need to take alternative transportation to get to South Lake Union (SLU) as there is no direct route from Auburn to SLU (3) If there is an emergency in the mid-afternoon (I or my children get sick) there is no train or direct bus from downtown back to Auburn which results in a very long commute time back to Auburn.	5/4/2015 7:05 AM
31	They take me where I need to go. But only because I work in Seattle. Much more challenging to get to other locations.	5/4/2015 6:15 AM
32	Always plenty of room on the train. On time and dependable. However, the parking at stations is a major problem.	5/3/2015 9:44 PM
33	There is limited parking at the Auburn Train Station. Riders are forced to take the first two trains to ensure they can find a parking space.	5/3/2015 8:45 PM
34	I think we need more trains throughout the day and we definitely need more parking for the train station.	5/3/2015 6:29 PM
35	Parking at Kent Station is difficult. Getting from King Street Station to my work in South Lake Union takes as long as the Sounder ride from Kent to King Street.	5/3/2015 6:22 PM
36	There needs to be one more train to Seattle and one additional train to the south end in the afternoon. Starting from the very first train in the morning, the trains are very full. Often, by Tukwila, there are no seats left for people. In the afternoon, starting at the 4 o'clock train, there is often standing room only leaving Seattle. I suggest an additional train is added between the 5am - 6am time period and an additional train is added between 3:30 and 4:30pm from Seattle to the south end.	5/3/2015 1:24 PM
37	Because there is not enough parking at the Auburn Park and Ride Train Station	5/3/2015 10:22 AM
38	Because while my demands are not great, my needs are met by the system	5/3/2015 8:07 AM
39	Wish there were more routes like there used to be, so I would have more options, such as 152 (Auburn), 169, 162 (Kent Station) Wish some of the trains and buses ran in the evenings as well, not just the 150. 150 is kind of scary and gross to ride - due to the people that you have to ride with on that route.	5/3/2015 12:42 AM
40	I would like the Dart 910 to run an hour earlier and an hour later, Why is there no Dart service on Sunday?	5/2/2015 10:30 PM
41	The 180 is chronically late. I usually have to use the time stop before the one that actually gets me someplace, just to make sure I will get somewhere on time. Wastes alot of time.	5/2/2015 8:43 PM
42	There is not enough parking in Kent Station garage and more train running in the morning and weekend.	5/2/2015 8:34 PM
43	buses pretty much on time, drivers friendly generally	5/2/2015 7:31 PM
44	Better coordination between agencys	5/2/2015 7:10 PM
45	the 152 is what I used to catch now I do not ride transit, a drive or sometime I catch the sounder.	5/2/2015 3:09 PM

46	I am highly satisfied with the Sounder train. Getting from downtown Seattle to work/school takes a long time though.	5/2/2015 8:42 AM
47	Because you deleted the 919 Route which I used to get to the Auburn Senior Center or Muckleshoot Casino and the 919 had a stop on 10th NE which is the street I live on and then it took me right to the Auburn Senior Center. Also, the 180 does not go downtown like it used to do when I moved here in 2006. I have to change buses at Kent and take that "slow behind" 150 into Seattle. It's a "slow boat to China" so to speak. And you cancelled the 156 which only ran during rush hour but I took to downtown Seattle and back to Auburn because it was so much faster than that 150.	5/2/2015 4:54 AM
48	Limited schedule time	5/2/2015 3:50 AM
49	Inefficient	5/2/2015 12:56 AM
50	except the A ride can be crazy,there was a guy on there threatening people 4/30/2015 and nothing was done about it the bus driver could have called the police or something	5/2/2015 12:39 AM
51	I wish I had access to bus and I didn't have to drive to the train.	5/1/2015 11:28 PM
52	There are rarely seats on 566 and 567	5/1/2015 10:52 PM
53	I wish it was a little bit more frequent	5/1/2015 9:59 PM
54	No stops on west hill!	5/1/2015 9:57 PM
55	I know the pierce county route doesn't have anything to do with you, but they have buses that line up with most but not all of the trains. So there are some trains that you can't catch which makes no sense to me. With King county transit, I wish there wasn't such a long gap between the last train and the first bus to Seattle. The last time I missed the train I didn't get to work until about 10 am. Is there a way to add one in between? There needs to be a better option for parking downtown by the train. The garage is always full way before I get there to commute. I used to pay to park in the gravel lot across the street, but recently got a notice that it is closing. Now I have to take an extra bus to get to the train. I would love to be able to park near the train, and I know that I'm not alone.	5/1/2015 9:35 PM
56	trip planner is not user friendly and does not show recognize all of the route times	5/1/2015 8:39 PM
57	You to wait so long in between	5/1/2015 8:27 PM
58	Have to bicycle 5miles to get to nearest bus stop.	5/1/2015 8:21 PM
59	Sometimes it is late and when the bus does arrive, it is so full that I can't sit down.	5/1/2015 7:58 PM
60	Would like to see more regular commuter train service throughout the day and later into the evening as well as on weekends like they have in Chicago and New York.	5/1/2015 7:42 PM
61	- There is never any parking at the Auburn train station in the middle of day, when I need to use transit. - Usually the buses miss the next transfer by a few minutes so I have to wait almost a whole time interval to catch the bus I'm transferring to. - Riding the local buses that zigzag all over the place is too exhausting for me, and since there is rarely parking available at the transit center I can't drive myself there, so mostly I don't ride the bus.	5/1/2015 7:06 PM
62	More times are needed.	5/1/2015 6:41 PM
63	Need more buses Need a lot more parking at Auburn, Federal way, and kent stations Need trains at least 2-4 times on the weekends. Plasse have trains for black Friday and holiday shopping	5/1/2015 6:25 PM
64	The sounder train doesn't run often enough. It only runs on peak commute hours.	5/1/2015 6:23 PM
65	I wish our trains were more comprehensive & had stops Within walking distance.... More like BART in San Diego, the subway in NY or Metro in Paris	5/1/2015 6:22 PM
66	Only runs to sporting events occasionally. Would like more frequent service.	5/1/2015 6:13 PM
67	I like to ride the train to Vancouver,WA. but have not discovered a bus route. It would work well for me if the train stopped in Auburn. I have to get on in Tacoma. My family does not want me to drive to Vancouver.	5/1/2015 6:11 PM
68	497 as a hit or miss. it'll sometime show or sometimes it won't. Very frustrating	5/1/2015 5:51 PM
69	I would like an earlier train in the morning as well as one in the afternoon. Since the 152 was cut, the trains are very crowded.	5/1/2015 5:44 PM
70	Would definitely prefer to have light rail especially to and from the airport.	5/1/2015 5:40 PM

71	Not always timely. Need more options (more buses more often). Parking is terrible at transit stations, and safety is an increased issue at them.	5/1/2015 5:35 PM
72	Frequent schedule. Need more parking spots at P&R	5/1/2015 5:30 PM
73	180 is late and always crowded. We need more seats. When the route was 150, the larger bus handled the passenger comfortably. I was disappointed when the route changed to 180 and became a smaller bus. Its is so crowded that people are sometimes left because of no room. Waiting for a late bus and a crowded on is not acceptable.	5/1/2015 5:10 PM
74	Busses are VERY crowded, especially the 567	5/1/2015 5:10 PM
75	I used to be able to take the route 167 from Auburn to the UW. When pay per use lanes were instigated, that bus route was canceled between Auburn and Renton. This was a highly used route. I've tried taking the Sounder train, but have to transfer from downtown to the UW Health Sciences/Medical Center. I was not able to leave work early enough to get the last train back to Auburn. I now have to drive 20 mins each way to the Federal Way transit center. I totally support public transit, but routes keep getting cut and the route 197 is usually filled, including passengers standing the length of the aisle for the hour + ride. Burien routes to UW were canceled also, so this increased 197 use. There are many UW students living in Auburn- the city should support an express route from Auburn to the UW .	5/1/2015 4:54 PM
76	the trains run great when they run. However I would like to have either the trains run for home sounder games or somehow join up to the light rail so I don't have to drive to get to the light rail.	5/1/2015 1:39 PM
77	Dependable, space on bus usually, great drivers	5/1/2015 1:03 PM
78	Could be more on time on weekends on the van routes...	4/29/2015 4:31 PM
79	Runs are 1 hour apart Runs end at 6 pm No Sunday service	4/29/2015 9:58 AM
80	Need a place to park for later train service at Auburn Station. Need earlier train back from Seattle to Auburn.	4/29/2015 7:45 AM
81	Biking lane or bus required along S 277th St (between auburn way north & 108th). It is currently a narrow 1 lane street. Many in my neighborhood would be happy to take a bus or bike to Kent station if option is made available.	4/28/2015 8:10 PM
82	Works ok, but here are an awful lot of delayed trains these days.	4/28/2015 7:25 PM
83	For me using the Sounder is the easiest way to get to/from work. I wish it ran on weekends so we could take it to Seattle and other places more often.	4/28/2015 4:52 PM
84	Parking atrociously limited in the parking deck at Auburn. There's absolutely no reason the second level should be reserved for local businesses when the surrounding community is so underserved for mass transit. The gravel parking lot across the street should either be further developed for transit parking, or it should be designated parking for local downtown Auburn businesses.	4/28/2015 4:46 PM
85	Overcrowded, smelly, along common traffic patterns	4/28/2015 4:01 PM
86	my work is less than 5 miles, but to use the bus, i have to walk a mile to the bus stop, take the bus at federal way transit than back down the hill and another bus to work, takes two hours, it's not feasible. I will generally call a friend for a ride or just miss work. The 152 goes to kent in the opposite direction, than i have to take the bus back from kent. both routes take a long time.	4/28/2015 1:08 PM
87	TIME!!!! Not on schedule.....late pick up/no bus at all.....not getting to work on time is an issue, plus getting back home at a decent hour	4/28/2015 8:50 AM
88	There are only a few 143 trips in the morning commute and the evening commute. None during the day - so if I have to leave during the day, there's not a good way to get home to Maple Valley. Taking a bus to Renton and transferring to one of the few 907 trips can easily take 2-3 hours. There are also NO trips home after 5:40 pm. Contrast this with other communities like Federal Way that have many, many trips late into the night.	4/28/2015 8:42 AM
89	Because there needs to be more routes and please create some commuter express routes that don't stop and every single stop in Auburn. Tried to find a job in Bonney Lake and Puyallup, but bus ride either non-existent or would take 2 1/2 hours. Also, routes into Covington are too long or non-existent! Also, safety on the bus is a concern. I've even seen people doing drugs on the bus!	4/28/2015 7:59 AM
90	bus drivers on our routes are nice - try to stay on schedule to make connections	4/27/2015 8:27 PM
91	Sounder has had 'late' issues, 578 often is standing room only.	4/27/2015 8:13 PM

92	trains can be a little less than reliable at times, but they're generally good. Parking at the sounder station is TERRIBLE. It fills up by the third train.	4/27/2015 6:27 PM
93	1. Bus is often very, very, very crowded. It takes me a minimum of 1.5 hours, door to door, to get to work, and a minimum of 1.45 hours to get home. I try to work along the way, and that has become impossible. Considering that I can be at work by driving in 30 minutes really makes it hard for me to continue justifying riding the bus. 2. Renton Transit Center is often a scary place to wait for a bus. 3. It is impossible to walk in Renton, and I could justify part of my commute time as exercise if I could walk the one mile from my house to the Renton Transit Center. Instead, I have to align with three bus routes, and that really limits my travel options. If I cannot catch the 143, and have to rely upon the 101, my commute time increases to 2+ hours in the morning.	4/27/2015 6:18 PM
94	It would be great if there were an option to get from Auburn to Issaquah more directly. If I take transit to Issaquah, it takes me over 2 hours one way.	4/27/2015 4:31 PM
95	The bus comes every 10 or 15 minutes during peak times. I wish there was an option for an express bus leaving out of the Auburn Transit center going to and from Seattle. I prefer to take a bus rather than the train.	4/27/2015 2:34 PM
96	Communication when there is a late train or canceled train is inadequate.	4/27/2015 1:57 PM
97	would like to have link light rail go all the way to Federal Way as it was originally planned.	4/27/2015 1:36 PM
98	When the train is cancelled or late there needs to be a bus to Seattle from Auburn Transit Center	4/27/2015 12:51 PM
99	great	4/27/2015 12:51 PM
100	Would like more midday sounder trips and for the 181 to always meet the Sounder	4/27/2015 12:10 PM
101	Lakeland hills has had tremendous growth over the last five years. There are many new communities so traffic is awful. Bus 497 is the only way residents can get up and down the hill where we live. The closest bus to the hill is down the hill over a mile away on Ellington. The last bus that runs down the hill leaves at 7:56 AM. There is no bus after that...At ALL! any resident who cannot drive , or has no access to transportation is literally stuck on the hill, this included students (Green River Community College, the elderly, folks with one car..... The bus returns around 4 pm so all day there is no transportation. This continues to be a situation that will only worsen as time goes by due to the huge amount of growth in the area. This needs your immediate attention. Thank you	4/27/2015 11:06 AM
102	Parking	4/27/2015 10:52 AM
103	The train is fast and mostly on-time. It's also not affected by traffic on the roads. It would be great if the commuter train extension from Auburn to Maple Valley would be put back on the table. http://www.wsdot.wa.gov/NR/rdonlyres/0F5355E5-8F9B-43E3-B5A9-1AD8EFD52F2C/0/SEKingCoCommuterRailStudyFinalReport.pdf This would help alleviate traffic travelling from Maple Valley north.	4/27/2015 10:49 AM
104	would like to have the routes more frequent - I would take transit more often if the so	4/27/2015 9:52 AM
105	There are not enough routes to take me where I need to go. I really would like the train to run on the weekends, but I know that will not happen.	4/27/2015 9:40 AM
106	Wish there were more routes mid-day.	4/27/2015 9:36 AM
107	Need a park and ride on the road to Enumclaw so I can ride the 186 more often. The Northwest Family Church has a huge parking lot, why not work something out with them.	4/27/2015 9:05 AM
108	497 only runs the same times as the trains, needs to be more times added to this route to many people live on Lakeland hill not to have a bus run frequently.	4/27/2015 8:50 AM
109	I have to walk several blocks to get to the Auburn Library from the 180. If I'm able to use the 915, it is much closer, but the bus has a very limited schedule.	4/27/2015 8:32 AM
110	Generally on time, train is clean	4/27/2015 7:52 AM
111	But I am dissatisfied with the routes that are offered to get from Auburn to Federal Way or the 272nd park and ride so that I could meet up with my 193 bus if and when I do not have my car to use. Because you got rid of the bus routes and I hate the fact that the 150 no longer runs all the way from seattle to south auburn without having to get off and wait for another bus which doesn't run on time.	4/27/2015 7:26 AM
112	Because the 152 was cancelled.	4/27/2015 4:15 AM
113	stop is roughly three blocks away from my house	4/26/2015 9:49 PM

114	If trains are canceled, alternate routes can be tough to figure out. Additionally there needs to be more parking available near the Auburn Transit Center.	4/26/2015 8:03 PM
115	Very little parking available	4/26/2015 3:50 PM
116	Just use the service about once a week.	4/26/2015 2:00 PM
117	Great convenience for all needs, keeps us from fighting traffic and is safe.	4/26/2015 1:38 PM
118	Hard to park. Buses I use in Seattle are never on time	4/26/2015 10:40 AM
119	Sounder is great but would be more accessible if there were one or two train runs between 9 a.m. and 3 p.m. Having one or two weekend runs would also help reduce people driving into Seattle on weekends (non-Mariners, Sounders, Seahawk)	4/26/2015 9:56 AM
120	auburn station transit center fills up very early, pierce transit 497 does not stop near my house	4/26/2015 9:49 AM
121	Excited about the light rails extensions. We've traveled a lot to New York, Atlanta, San francisco etc and getting around is so much easier in those places than in Seattle. My family needs to be able to get on trains as far as Olympia, and in all the little communities in south king county. Train stations need to be in walking distance to downtown shops, activities and events. The tukwila station for instance is very disappointing because it should be next to the mall	4/26/2015 9:12 AM
122	Crowded parking and crowded trains make it difficult.	4/26/2015 8:27 AM
123	want more buses per hour	4/26/2015 8:14 AM
124	Buses are packed. Need more. Parking garage is too small. Needs to expand.	4/26/2015 8:00 AM
125	Not enough parking at the park and ride. Trains stop running fairly early and the buses go through federal way before coming down to auburn and take much longer than the trains. The trains are very often very full. My family would use the light rail when going into Seattle more often if there was enough parking at the park and ride on international blvd. We've even gone to the airport and paid to park there just to be able to use the light rail because there wasn't a single space available.	4/26/2015 3:31 AM
126	On time	4/26/2015 3:13 AM
127	Wish there was enough parking that would accommodate taking transit past 6:45 AM in the morning. After that no parking and therefore no transit	4/26/2015 12:04 AM
128	It meets my needs	4/25/2015 11:59 PM
129	The bus only runs every half hour and is INCREDIBLY packed at some parts of the day (or certain days of the week). Small things can make it up to 10-20 min late which is frustrating.	4/25/2015 11:00 PM
130	The train is nice, but I wish it ran during more hours of the day. The train needs to run more frequently. It only runs a couple times in the morning and a couple times in the afternoon. It also would be nice to use on the weekends.	4/25/2015 10:43 PM
131	Parking is a disaster - several times per week I can't find a parking spot so end up driving alone into Seattle.	4/25/2015 10:24 PM
132	It would be nice if there was a train or two running north from downtown Seattle to Edmonds in the morning. Conversely, I bet there are some people who would like a train running south from Seattle to Tacoma in the morning as well. Return routes would be necessary, of course, but there are people north of Seattle who work south of the city and people in the South End who work up north.	4/25/2015 10:17 PM
133	Not many options to get from eastside to Westside. Need more options to get to Tacoma from auburn/east side	4/25/2015 10:15 PM
134	I get on the 181 close to home and arrive near work in Seattle via the Sounder, then back home after work.	4/25/2015 9:09 PM
135	On time	4/25/2015 7:47 PM
136	Wish the bus came more frequently and wish the Sounder trains ran more often. I'd ride public transportation a lot more often if I knew it could get me where I need to be on time instead of having to arrive somewhere extra early because there are no later trains. I also hate worrying about missing a bus when they only come once an hour, or even once a half an hour. It can mess up my day.	4/25/2015 7:31 PM
137	I really love the train but wish it had more times throughout the day.	4/25/2015 7:24 PM
138	I wish there was a direct route from Auburn to Seattle. I drive to Kent to catch the 150, where as I used to be able to catch it in Auburn. I miss the 152 route.	4/25/2015 7:18 PM

139	They don't run often enough. It takes me an hour to drive to work. It takes an hour and a half to 2 hours on the bus.	4/25/2015 6:16 PM
140	Buses are over crowded and don't run often enough	4/25/2015 6:11 PM
141	I wish #497 ran more often than during commute hours only. I would use buses/trains for more trips.	4/25/2015 6:02 PM
142	They go right where I need them in a decent amount of time and it's generally easier than driving. I do with I could get to one of the major transit centers from my home using transit in less than 30 mins.	4/25/2015 5:52 PM
143	Parking at the center is limited. Some trains have issues.	4/25/2015 5:44 PM
144	Routes run all day in case I need to get home between my work start and end times. The train only runs during peak commute times.	4/25/2015 5:09 PM
145	Limited parking availability in Auburn for Sounder and Tukwila/SeaTac light rail.	4/25/2015 5:01 PM
146	It is a much shorter commute than driving to work.	4/25/2015 4:53 PM
147	I have my wife drop me off at the train station because there is not enough parking at the sounder train station. If I do not get there by 6:30am, all parking is taken.	4/25/2015 4:46 PM
148	There are too few parking spots at light rail stations and their only aim is to service the Airport and the U of W. Light rail should stop at the landfill site at I-5 and the Kent-Des Moines Road. The landfill should be paved over (would make it easier to collect the methane gas) and turned into a parking lot with a light rail station there. It is big enough to park 5000 cars and get 5000 trips off the I-5 corridor. The line should run down the hill to Kent, Auburn and on down to and into Pierce County to Bonney Lake with large parking lots all along the line. Dump the Sounder, it is unuseful for the majority of King County residents. Stop pouring any more money into that trash can.	4/25/2015 4:43 PM
149	The trains are great once you park, but parking is a big challenge. The Auburn station is easy for me to get to, but I've had to drive to Seattle when there is no parking in the garage. The Tukwila Station has been easier to find parking at, but it's much longer to drive there, but with small children, it's the best way for my family to use public transportation to get to downtown Seattle.	4/25/2015 4:26 PM
150	I take 566 between the Auburn Transit Center and the Bellevue Transit Center. Gets me there in a timely fashion.	4/25/2015 4:22 PM
151	Would like bus 154 to run more often and later in the morning and earlier in the afternoon	4/25/2015 4:21 PM
152	Very satisfied except for days when there are delays...but even so, still way better than driving into Seattle.	4/25/2015 3:31 PM
153	Not often enough - not direct enough - not fast enough	4/25/2015 3:23 PM
154	The parking at the Auburn Sounder station is a problem, more parking and/or better options to get there is needed.	4/25/2015 3:08 PM
155	Need more. Parking. In garage. In Auburn. FEDERAL. way. And Kent	4/25/2015 3:00 PM
156	Need more frequency to Lakeland hills	4/25/2015 2:46 PM
157	Would like midday and late night train	4/25/2015 1:48 PM
158	Overcrowded	4/25/2015 1:36 PM
159	Reasonable, on time the majority of the time, works with my schedule	4/25/2015 1:26 PM
160	They right now get me to where I want or need to be.	4/25/2015 12:44 PM
161	The Sound rail service is usually very reliable and consistent.	4/25/2015 12:39 PM
162	the schedule is so limited, clearly designed for daily work commuters only. Why not a once per week, or even per month on Museum discount days, have an extended or more varied schedule	4/25/2015 11:58 AM
163	The problem is finding a place to park at the Federal Way transit center. Since we have to drive there, we arrive early so we can get a spot. It means driving up and down the building until a spot becomes available. We are usually lucky and find at least one...but if it gets busier...then we have the problem of getting to the Federal Way Transit center. The Auburn Park and Ride is smaller and there aren't that many buses that take us to Federal Way. I think there is a 186 that runs by our house but it goes to Green River Community College and it is a long way to Federal Way.	4/25/2015 11:52 AM

164	It would be more convenient for me if the 497 commuter bus ran from Sunset Park to Auburn all day - and if I could catch it any time during the day on Auburn Way or 'A' Street going to Sunset Park. As it is I have to wait until the first bus goes to Sunset Park in mid afternoon and walk to the Family Life Church on Lakeland Hills Way before I can catch it.	4/25/2015 11:48 AM
165	Need more options for local routes to Auburn Station, need more parking at Auburn Station.	4/25/2015 11:37 AM
166	Not enough late night service	4/25/2015 11:29 AM
167	I wish there was more bus options coming to Lakeland hills.	4/25/2015 11:14 AM
168	If it's the weekend or off-hours for the sounder, the ride to Seattle from Auburn can get really long.	4/25/2015 10:57 AM
169	From Kent, Route 150 takes a long time to reach Seattle	4/25/2015 10:47 AM
170	Sounder hours of operation are more for workers during the day and inconvenient; other times are non-existent ; Parking at light rail facilities is limited or not available because of daily commuters.	4/25/2015 10:33 AM
171	there seem to be a lot of delays or schedule changes	4/25/2015 10:30 AM
172	The bus stop 'near' my home is quite far and dangerous due to the traffic on the road, only goes to Kent which very rarely is my destination of choice and is very infrequent.	4/25/2015 10:28 AM
173	Not enough flexibility. If I do not catch the 0640 train there is rarely any parking. The overflow lot that was used a year ago is now a paid lot. There is simply not enough parking, since the City marked all the nearby lots as 3 hour limits.	4/25/2015 10:21 AM
174	More capacity. I have to stand most of the time during my commute	4/25/2015 10:20 AM
175	The trains accommodate my work schedule.	4/25/2015 10:20 AM
176	Need the 910 to stop at the Walmart not the Supermall (carasel exit) and keep running longer not stop at 4:00p.m.	4/25/2015 10:16 AM
177	It takes forever when I want to go somewhere if I take the bus. It can take me two hours to get somewhere in 30 min if I drive myself. I would like to use the bus system more often but its difficult because I just don't have that much time to waste. I really like taking the train into work when I work in Seattle However I get off work at 5:30pm so if I don't leave right away I will miss the train and have to take a two and a half hour sometimes even more ride on the bus. I wish the train ran later at night if I want to do anything after work I have to plan to drive in. If someone invites me to do something last minute I have to take the train back to my car then drive back to Seattle which defeats the purpose of taking the train in the first place.	4/25/2015 10:15 AM
178	Too much variability in Sounder trains running on time, and train cars too crowded.	4/25/2015 10:06 AM
179	Connections between systems are very poorly timed. It's impossible to travel suburb-to-suburb on transit without going downtown and taking five times as long. The Sounder and Light Rail don't intersect. There is almost no way for me to get to my workplace (East Lake Union) from Auburn at 6 a.m. - I'd much rather take transit than drive, but it isn't actually possible unless I walk over a mile in the dark.	4/25/2015 10:04 AM
180	Parking is an issue and it keeps me from taking the train to more more frequently. The park and ride garage is full before 7 am. I'd also like to see more weekend trains.	4/25/2015 9:50 AM
181	Because of the times.	4/25/2015 9:47 AM
182	No bus routes by kersey way	4/25/2015 9:36 AM
183	I've avoided I-5 traffic for 6 years now. Some issues with the 497 not waiting for passengers when the train arrives, but generally that situation has improved.	4/25/2015 9:34 AM
184	For the most part, I have no issues with my commute except for parking at the transit center. Because parking is full by 7:00am, I am unable to change my work schedule to a later time. Most transit center parking in my area are full by 7:00am. Parking in downtown Seattle is very expensive which is not an option for me.	4/25/2015 9:33 AM
185	Certain time frames make it hard to catch train if bus is running late. Also if train is cancelled not an express bus that goes to Renton on the mornings.	4/25/2015 9:29 AM
186	Mainly when there are late buses and "no shows"	4/25/2015 9:25 AM
187	Crowded bus, limited buses during day	4/25/2015 9:22 AM

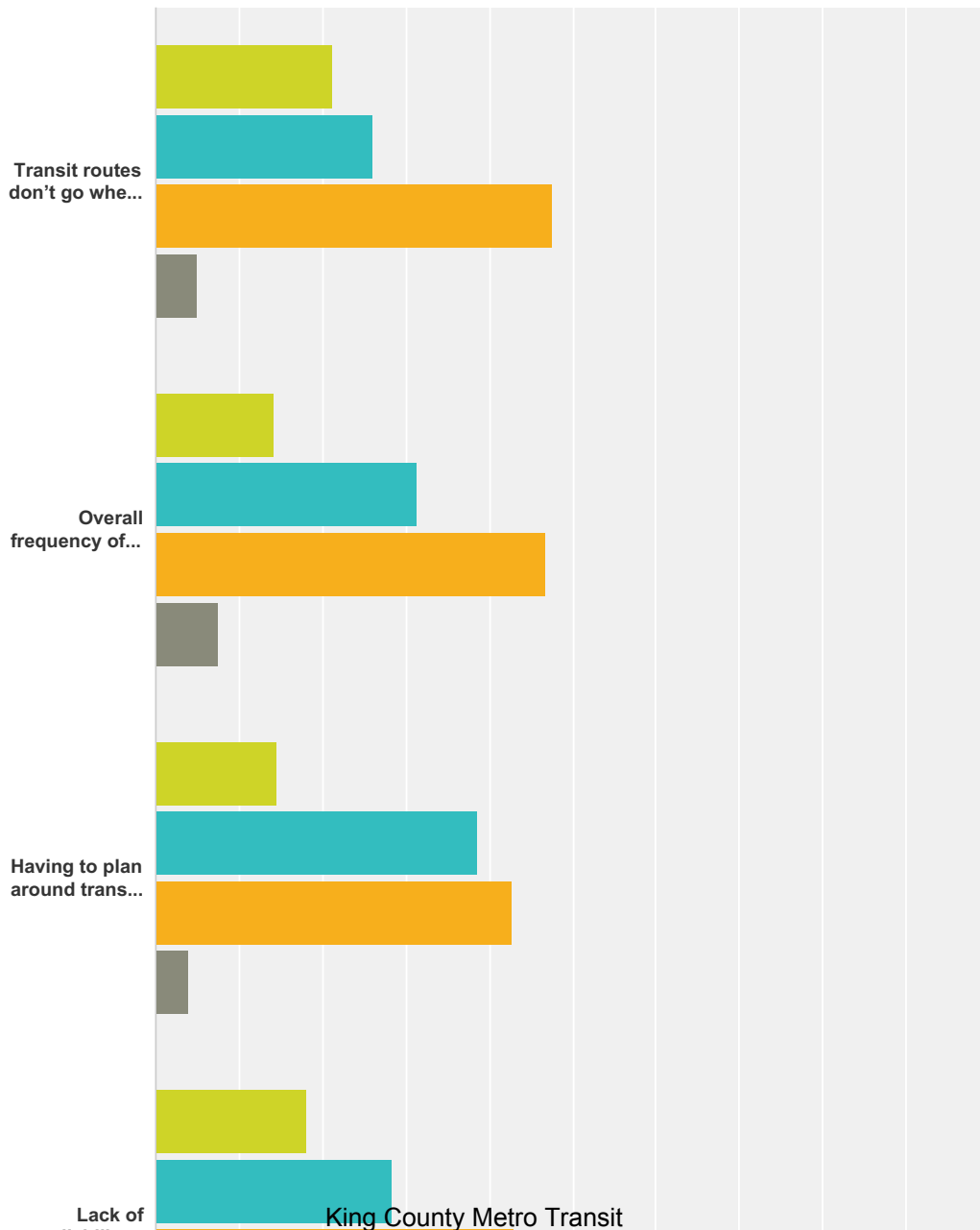
188	Pierce County Bus 497 is overcrowded, interior temp is either extremely hot or extremely cold set by driver, driver's are poor drivers, the ride is extremely jerky, drivers lean on brakes heavily and we fly forward out of seats often, these buses are often late at the Auburn Transit Station in the evening when the Sounder Train arrives and we stand in the rain waiting for as long as 20 minutes for a bus to come take us back up to Lakeland Hills. Sounder Train is always overcrowded both a.m. and p.m. Often broken down, late due to freight traffic or accidents or medical emergencies. When Sounder drop us off on the West side of the tracks in Auburn, we have to run extremely long distance and up/down stairs to reach the Pierce County Transit Bus 497 which doesn't wait very long for us to get there. I have asthma which makes me miserable and ill every time the Sounder drops us off on the opposite side of the tracks that it should, which happens way too often in my opinion. Train seats are smelly and dirty. There is no parking at the Auburn Transit Center after 6:30 a.m. because the garage is full. This forces me to take Bus 497 5 days a week.	4/25/2015 9:19 AM
189	Because the train and bus are not continuous, so, if I need to leave work for an emergency or have an appt I have to drive.	4/25/2015 9:17 AM
190	There is no parking left near auburn transit center. In summers I can ride my bike. But at other times I have to search for parking which is time consuming. I can take 186 but I reach 15 min early at the stop and I have to walk half mile to the stop from home that adds almost 20 more min to my total commute.	4/25/2015 9:14 AM
191	The parking is not adequate, often I have to search for a long time to find a spot.	4/25/2015 9:13 AM
192	Bus schedules are synched well with Sounder but my drive from home to the rail station is more convenient. Lack of shelters at bus stops is an issue. For the 180 route, if it extended into Lakeland Hills it may add needed capacity at peak times.	4/25/2015 9:10 AM
193	good service	4/25/2015 9:10 AM
194	It would be nice if the sounder render outside of the limited rush hour hours. To the auburn transit center or 320 p&r there is only 1 bus until rush hour. This has been inconvenient on more than one occasion.	4/25/2015 9:08 AM
195	could be extremely satisfied if THERE WAS MORE TRANSIT PARKING IN AUBURN STATION!!!!!!	4/25/2015 9:08 AM
196	Need more trains or light rail in the valley.	4/25/2015 9:07 AM
197	Constantly late, morning or night.	4/24/2015 7:57 AM
198	The speed, convenience, and reliability of the Sounder train is unparalleled. However, the number of routes for reverse-commuters is minimal and not always convenient. I commute from Seattle (home) to Kent (work). There are no express buses that go between Seattle and Kent (only the 150, which makes numerous local stops between Tukwila and Kent). The 577 and 578 go directly to Federal Way from Seattle without stopping in Kent. More express linkages and more Sounder Train times would be ideal to link Kent to the north.	4/24/2015 7:47 AM
199	We need more accessible trains in maple valley	4/24/2015 7:25 AM
200	Sounder train should run on weekends	4/24/2015 7:06 AM
201	When the 143 runs late, it runs REALLY late - often throwing off all the computers schedules - standing room only on one bus, then the next is half empty (I know this is sometimes out of the control of the drivers and Metro, but the last few weeks, for example, you can almost set your watch by how late the bus is running). If this route ran all day, like the 101, I think it would have riders on all trips.	4/23/2015 7:02 PM
202	168 is always late when coming from maple valley, which makes it frustrating to catch a connecting bus on time.	4/23/2015 5:07 PM
203	Buses to and from are old, falling apart, uncomfortable, noisy and breakdown on a fairly routine basis. Alerts to riders regarding delays, no shows and breakdowns occur far to late to make alternative plans into the city such as driving to the Renton P&R and taking a bus from there. If you're taking the last bus in at 7:10 and you don't get an alert until 7:45 you're employer in the city is none too happy with you. Return trips to Maple Valley in the evening are just as horrific. Buses are seldom on time, often don't show up at all and they're over crowded. King County should have started planning for a light-rail system into the burbs 40 years ago.	4/23/2015 2:44 PM
204	The train is great, very reliable, and is almost always on time and running. The problem I have is the parking at both Auburn and Tukwila if I do not catch the 6:25am train there is no parking left in Auburn. And parking got so bad at Tukwila that my husband had to purchase a third party parking pass at a privet parking lot in Auburn due to the fact that there was no parking left for him to take the last train into Seattle.	4/23/2015 12:59 PM
205	Transit options from Maple Valley make a TON on stops, which slows everything down. A route that is has fewer stops or stopped just at park and rides would save a ton of time, especially during commute times.	4/23/2015 8:12 AM

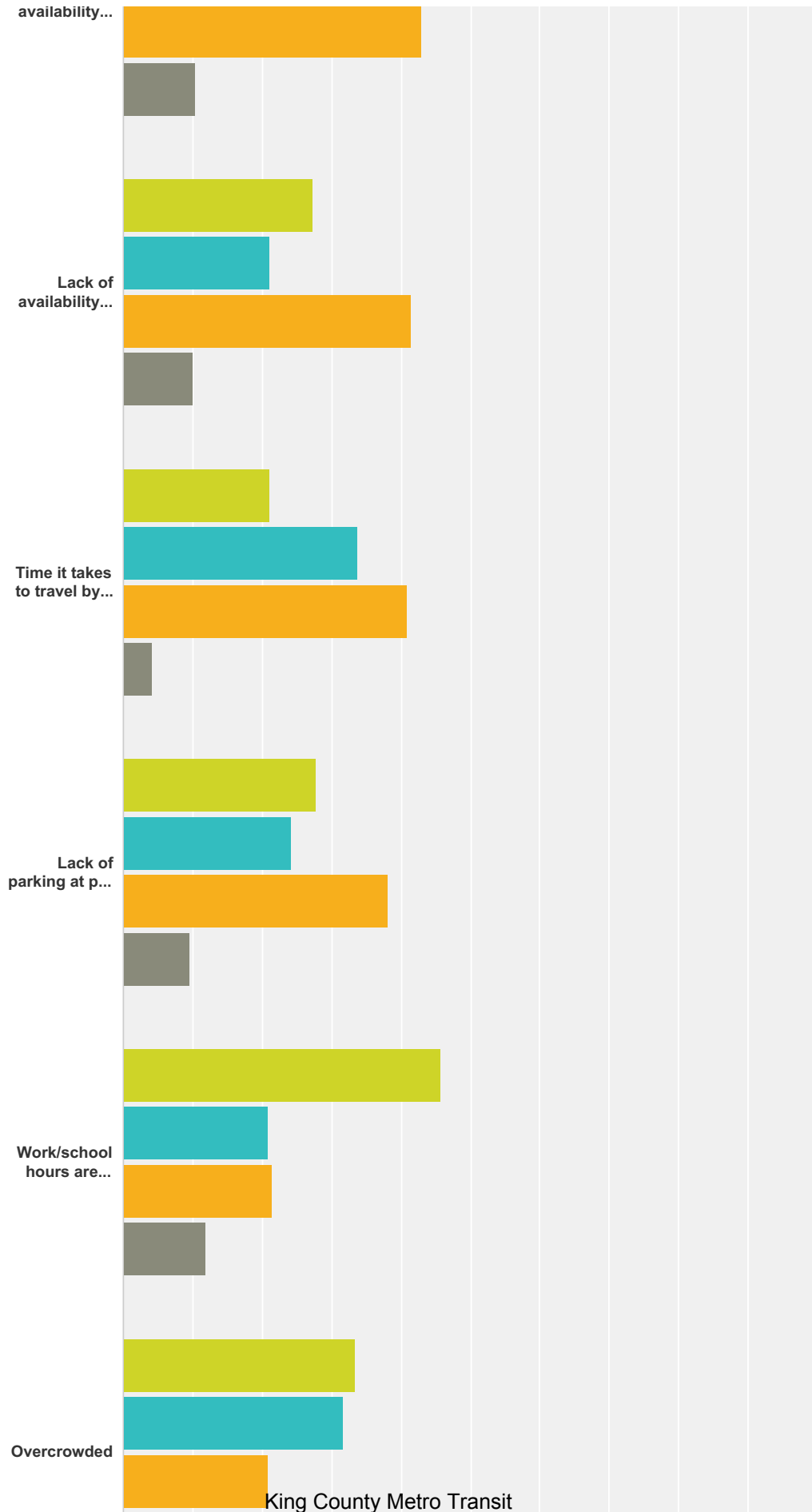
206	The busses are never on time. Sometimes they never show up. Sometimes I've seen them drive right by me while I'm waiting at the stop. The whole route is very unreliable. Also, there are not enough times available. If I go to work and get sick, I have to wait until at least 4pm to catch the first bus back. And the late route means that I can leave work no later than 5:25 to catch the last bus at 5:37. It would be nice to have one that ran a bit later.	4/22/2015 12:08 PM
207	I wish there were more Sound Transit options available.	4/22/2015 12:00 PM
208	The 143 bus isn't always on schedule. It also gets really full when running late which usually means a trip into or out of Seattle standing. Standing for the ride into Seattle is exhausting and can cause leg/feet soreness. The next bus would be too long of a wait, so even though uncomfortable I will still get on to get home or to work at better time. The other bus routes I take are frequent and always on time. They also usually have seats because they come often.	4/22/2015 11:41 AM
209	I have taken this route for almost 10 years. It is very unreliable. Sometimes the buses just dont show up. The buses are regularly late. I have tried to contact Metro on many occasions to advise of these issues but Metro has never seemed to fix the issues or contacted me to address issues. I just recently sent an email to Metro (today as a matter of fact) and let them know what a horribly rude "bus driver trainer" said to another lady I was talking to. He was rude, he was out of line, and a bit hostile.	4/22/2015 11:34 AM
210	Metro usually gets me where I need to go, but recently I have not been arriving on time. The 143 was on time for a while, but the last few months it's reliability has been really spotty in the morning and afternoon. I hear other riders complain about it, and find it incredibly frustrating to be waiting for a bus and not have it show up, or have it show up 20 minutes late. I don't know why there have been such delays recently, but it needs some attention to restore riders trust. It would be great to have an express Route that leaves the Transit center and heads to Seattle. I feel fortunate to know my way around the system well enough to have the option for the 167. It's been a great alternative recently.	4/22/2015 10:15 AM
211	Train is faster than driving, even considering time to the station and waiting for the train.	4/22/2015 9:28 AM
212	crowded buses	4/22/2015 8:34 AM
213	Most of the time, they are reliable and they run frequently enough for the time that I travel to and from Seattle.	4/22/2015 8:32 AM
214	We need an earlier route (before or right after 5:00 a.m.) for the Route 143 so that I don't have to go to the Kent Station Transit Center to work my flex schedule.	4/22/2015 7:07 AM
215	I take the first 158 of the morning and by the time the bus gets to the Kent Station it is standing room only. I really feel that Metro needs to add another bus between that one and the 159 that comes after. They are a lot of people that commute by bus from that area.	4/22/2015 6:49 AM
216	158 from my neighborhood not operating on weekends, I have to walk half-hour to catch the 168.	4/22/2015 5:59 AM
217	My buses are half an hour late morning and evening, and I have to stand in an aisle packed with people standing because there are no available seats. Often we have to wait for the next bus because there's no available standing room. Drivers go too fast on Martin Luther King, so the bus tips left and right. When 143 arrives at the Renton Transit Center from Maple Valley, all the seats are taken. We need a bus that initiates from the transit center, not Maple Valley. We need buses that come more often. The 143 and 157 need more runs. If I work late or need to leave early, I have to take the 101, which doesn't have available seats, either, and takes longer. I have friends and coworkers who ride downtown to work from other areas, and their buses come every 10 minutes and are half-empty, so surely some bus reshuffling could be done. The bus app is very inaccurate. The Renton Transit Center and Renton Park n Ride are full at 5:00 a.m. After that, there are no available parking spots.	4/21/2015 9:03 PM
218	My regular Route 143 to work has been unreliable (late or no show) for several weeks now, with random new or trainee drivers every day. Would be nice to have a bus shelter on Hwy 169 and SE 264th St, stop 99432 for the Park and Ride commuters.	4/21/2015 8:52 PM
219	Not enough 143 buses and they don't run late enough for the times when I need to work late in Seattle. If you miss the last 143 bus to Seattle in the morning, you have to wait an hour for the 907 bus just to get to Renton. The 5:00 PM 143 bus going from Seattle to Maple Valley is usually a small bus so people have to stand all the way from Seattle to Renton, which is uncomfortable and dangerous.	4/21/2015 7:28 PM
220	the only time I be very dissatisfy if the bus is late or never shows up.	4/21/2015 6:19 PM
221	Very long ride with frequently stops . Getting out of the city us always a mess!!! I've started driving to bellevue p&r for more transit options	4/21/2015 6:04 PM
222	I leave for work after my children go to school, there are no good bus options from maple valley at 9:00 am. I also have to walk from 4th and Stewart to south lake union after I get off the bus. The traffic on issaquah hobart road is awful in the evenings coming home. I would prefer to take a bus to and from maple valley.	4/21/2015 5:48 PM

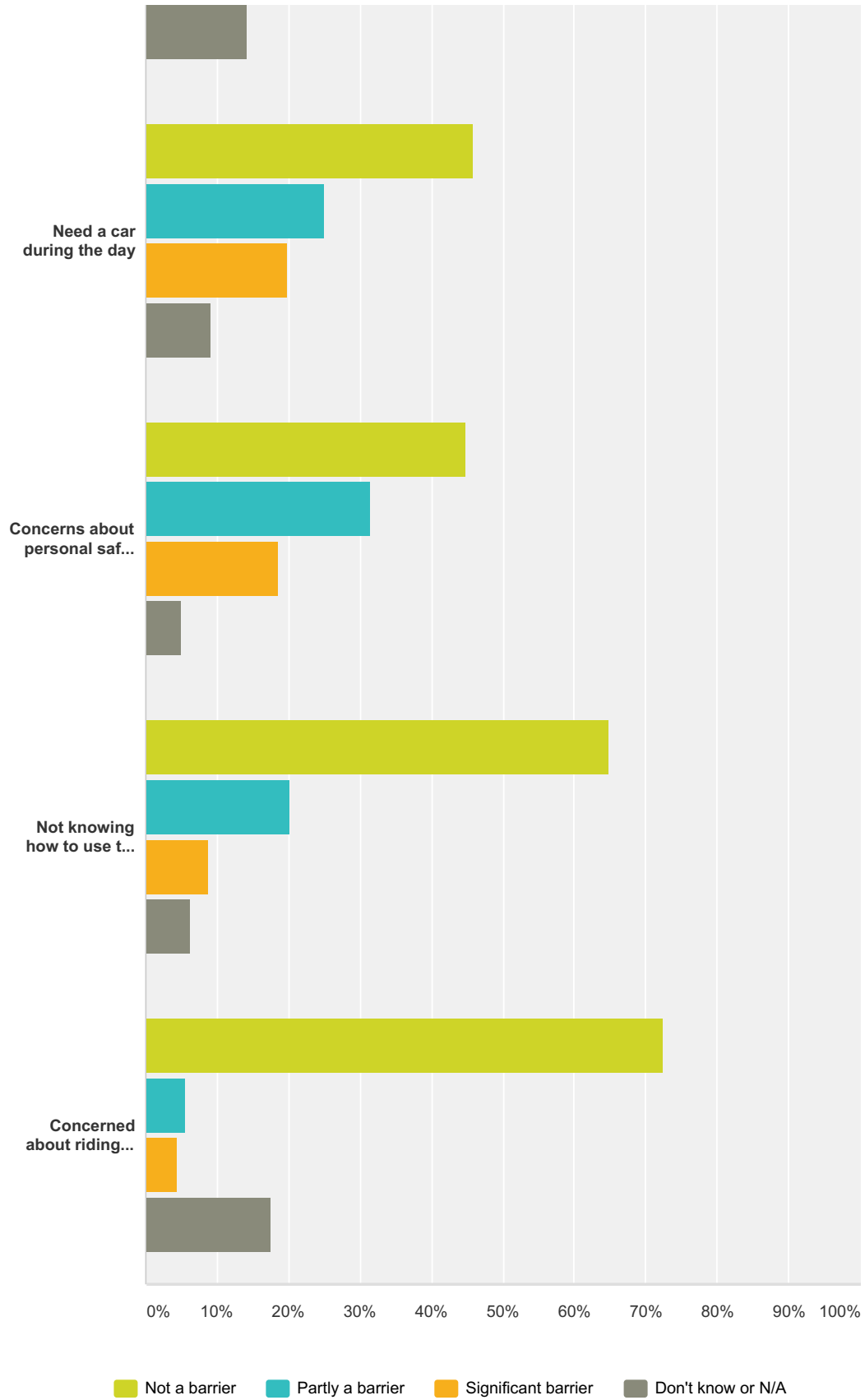
223	Fast, convenient, courteous drivers	4/21/2015 5:42 PM
224	10 minute walk on both sides of my commute from home to the bus, and then from Westlake to work.	4/21/2015 5:42 PM
225	No Sunday Service on 164	4/21/2015 5:32 PM
226	Buses frequently do not show up or are late.	4/21/2015 4:50 PM
227	168 is over crowded.	4/21/2015 4:31 PM
228	The 168 on the weekend should be coming and going every 30 minutes for commuters. Bus routes in Covington used to go to enunclaw on the weekends, now it's cancelled completely.	4/21/2015 4:25 PM
229	My train doesn't have a bus connection and the one that does, has not been reliable (late 10-15 mins in the afternoon).	4/21/2015 4:12 PM

Q10 What do you see as barriers to taking transit?

Answered: 580 Skipped: 88







	Not a barrier	Partly a barrier	Significant barrier	Don't know or N/A	Total
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Transit routes don't go where you want to go	21.25% 119	26.07% 146	47.68% 267	5.00% 28	560
Overall frequency of service	14.26% 79	31.41% 174	46.75% 259	7.58% 42	554
Having to plan around transit schedules	14.62% 82	38.68% 217	42.78% 240	3.92% 22	561
Lack of availability of service after 6 p.m.	18.08% 100	28.39% 157	43.04% 238	10.49% 58	553
Lack of availability of service on weekends	27.26% 151	21.12% 117	41.52% 230	10.11% 56	554
Time it takes to travel by transit	21.15% 118	33.87% 189	40.86% 228	4.12% 23	558
Lack of parking at park and ride	27.83% 155	24.24% 135	38.24% 213	9.69% 54	557
Work/school hours are irregular	45.82% 252	20.91% 115	21.45% 118	11.82% 65	550
Overcrowded	33.33% 182	31.68% 173	20.88% 114	14.10% 77	546
Need a car during the day	45.92% 253	25.05% 138	19.78% 109	9.26% 51	551
Concerns about personal safety while waiting for or riding transit	44.88% 250	31.60% 176	18.49% 103	5.03% 28	557
Not knowing how to use the transit system	64.86% 358	20.29% 112	8.70% 48	6.16% 34	552
Concerned about riding transit because of a disability	72.38% 393	5.71% 31	4.42% 24	17.50% 95	543

#	Other (please specify)	Date
1	The the routes can be confusing	5/6/2015 6:54 PM
2	I don't like riding the bus or other public transit. I prefer the safety, security, privacy, comfort, and flexibility of personal automobile. I think metro should give up a significant portion of its budget to the general fund, where it should be directed into transportation solutions that revolve around personal automobiles, and not ride-share, public transit, bike lanes, car-pool lanes, toll-funded projects or other wasteful & frivolous feel-good programs that inhibit the flow of traffic & increase the cost of goods & services.	5/5/2015 3:33 PM
3	personal safety is a huge source of concern while waiting at transit centers	5/5/2015 1:08 PM
4	No State Hwy 18 bus service to serve the corridor from North Bend to Federal Way, and no park and ride facilities in Hobart to facilitate bus service between Hobart and Federal Way -- with connections to Tacoma (problem is to provide bus service from Hobart to Tacoma -- from residence to place of work - and absence of any bus routes serving State Hwy 18 corridor from North Bend to Federal Way with connections north and south). Also, bus service connecting Hobart to Issaquah would alleviate much of the traffic now overloading the Issaquah-Hobart Road making early morning and evening commuting nigh impossible to complete in a timely manner. Just getting into Issaquah to catch a bus that goes to Nintendo in Redmond takes more than an hour on some mornings simply to travel less than 15 miles from our home to the Issaquah Transit Center.	5/5/2015 11:37 AM
5	Mostly concerned whether the route/time will be reliable.	5/5/2015 8:31 AM
6	If I do need to work late, the 143 isn't a viable option since it's final pick up is at 530 downtown. I drive to Issaquah TC more than I'd like because of the flexibility that provides.	5/5/2015 7:44 AM
7	I cannot take a bus from the Auburn park and ride all the way into Bellevue and then ride it back to Factoria where I work. It is faster to drive or carpool. I currently carpool now with another person, but that will change based on the stupid change that has been made requiring three carpoolers on 405. Another fantastic decision by the State of Washington. Good job guys.	5/4/2015 9:00 PM

8	Bus stops are very far from my home	5/4/2015 7:39 PM
9	There aren't any direct routes in my area... It would take me 3 hours for a drive that I can do in less than an hour with a carpool buddy. Used to take the bus but got sick of them being filled to capacity and not allowing additional people on.	5/4/2015 6:42 PM
10	Lack of direct routes to other major employment areas. Poor off hours scheduling	5/4/2015 6:15 PM
11	I live on Lea hill in Auburn and work in Buckley. There is no service to Buckley.	5/4/2015 11:14 AM
12	Mass transit does not serve my needs. Most of my trips are local to my area and Metro does not address this type of travel.	5/4/2015 10:47 AM
13	Rides can be scary for those with and mental emotional disability and physically disabled	5/4/2015 10:40 AM
14	The earliest weekend route to Seattle from Auburn is 6:30am. If I have to work before then, then i drive.	5/4/2015 9:59 AM
15	Bus stops are too close together in some areas. It seems that when I do take a bus we stop a lot and that increases the time spent on the bus. One thing not on here, the cleanliness of the bus and/or the smell of the bus. People are dirty and smell bad. Metro staff should work harder to clean them and deodorize them for future customers.	5/4/2015 9:12 AM
16	Limited train routes and no conn connection to Rapid Ride to reach the light link.	5/4/2015 8:40 AM
17	Lack of availability of DIRECT service in the middle of the day	5/4/2015 7:07 AM
18	I used to ride the bus when I worked at the Boeing Plant 2. I haven't ridden the bus since my work moved to the Renton Boeing site because of the ridiculous schedule. Metro seems to be absolutely oblivious to the large number of people who drive north on 167 from Puyallup, Sumner, Bonney Lake, Auburn, etc. to the Renton site. I just checked again on your trip planner. If I leave at 3:30 am, I can get to Renton at 5:00am -- 90 MINUTES, W/ A TRANSFER FOR \$5!!! (that early in the morning, it is a 20 minute drive from door to door. Seems pretty obvious why we don't ride the stupid bus!	5/4/2015 6:28 AM
19	Lack of parking at Auburn station is a significant barrier	5/3/2015 9:47 PM
20	parking parking parking	5/3/2015 6:43 PM
21	No easy way to get to the airport and back by transit. If there were a better schedule to the airport and back my husband and I would ride more.	5/3/2015 2:57 PM
22	Lack of Sunday service to special events in Auburn	5/2/2015 10:35 PM
23	continual rising cost	5/2/2015 3:40 PM
24	None near my home..moved here in 1987 and bus frm Lake Sawyer store to Southcenter Mall.NONE now..I'm 79 and healthy so access not an option. Beg friends and volunteers to get to doctors, groceries. I feel forced to move because of this.	5/2/2015 9:11 AM
25	Inefficiency in use of public funds for too many bus stops	5/2/2015 12:58 AM
26	No service on west hill auburn.	5/1/2015 9:59 PM
27	I'm required to drive between other buildings throughout the day, and it would be extremely difficult and time consuming to take the bus between facilities.	5/1/2015 8:39 PM
28	Lack of midday service is a significant barrier.	5/1/2015 7:11 PM
29	not enough trains or parking for trains	5/1/2015 6:27 PM
30	I have seen way too many fights on buses.. they usually happen at the back end of the bus. The bus driver cant do anything about but ask people to leave. Their should be some sort of security or authority to regulate. I know alot of people that can take the bus and then they cant get back home because they dont run that late. Sad	5/1/2015 6:06 PM
31	The transit system is cumbersome on that it is made up of several forms of transportation that do not come together at hub stations. Also Sounder service is limited because it does not own the lines it rides on. There is no service during the middle of the day, nor any evening service. It would be wonderful to take the train into seattle to watch plays, concerts, have dinner, Christmas shop, etc. I think the train and bus services should be coordinated like they are in Europe.	5/1/2015 5:52 PM
32	Property safety (leaving vehicle at park-and-ride lot, or at transfer station parking garage)	5/1/2015 5:33 PM
33	Husband with COPD has air tanks and I have leg brace that makes steps hard	5/1/2015 5:32 PM

34	cost	5/1/2015 5:29 PM
35	service in Auburn/Unincorporated king county is limited.	5/1/2015 5:16 PM
36	I use to take the bus all the time to Bellevue but it wasted too much time going through Renton that it is now just as fast to drive, but thank you I know how to avoid 405 and get around it Renton	5/1/2015 5:13 PM
37	I work 1pm to midnight. I can get to work easily enough but getting home in a reasonable amount of time is a problem.	5/1/2015 5:04 PM
38	I am not really a candidate at this time, but if I were these are the concerns I've had.	5/1/2015 5:04 PM
39	Due to lack of runs during the day and transit times, I will take the entire day off work rather than try to set appointments around the bus schedules. I have to work late or if I wanted to attend an event or have dinner near work, I need to drive those days because lack of service after 6pm. When the last bus home doesn't show up (has happened frequently), it's a real problem and customer service response is "well, it's a commuter route and they don't concern us, they are not a priority". Well if you had to take 3 buses and 4 hours to get home it would be a priority.	5/1/2015 5:00 PM
40	Need parking at Auburn train station.	5/1/2015 4:51 PM
41	Provide more parking in Auburn. Everything else can be can adjusted.	5/1/2015 4:47 PM
42	Riding to Group Health I still have to walk a considerable distance and my legs have a tendency to quick. No service to church on Sunday.	4/29/2015 10:01 AM
43	Closest transit route is not accessible by walking, biking or bus. I can only drive to the closest bus stop or sounder station. I would love a bike lane, ride the bus or walk (if pavement available).	4/28/2015 8:15 PM
44	Good grief - you seriously mean you cannot even run one or two north and south bound trains on the southline on weekends?	4/28/2015 7:27 PM
45	Transiting from King Street Station to areas such as South Lake Union is a hassle, and current transit systems are disjointed. For instance, when I leave Westlake Station, the SLU Trolley's schedule rarely coincides with the bus/light rail lines that run through the bus tunnel. I usually arrive at Westlake Station around 7:28 am, and the SLU Trolley leaves at 7:30am; which doesn't leave enough time to walk to the trolley station.	4/28/2015 4:53 PM
46	I'm retired and a new resident to the state, have my own car and so far have not needed to use public transportation.	4/28/2015 4:18 PM
47	Right in the heart of the commute (5 pm), some of our 143 trips use a short bus. Many times there are 10-15 people standing on the bus. That might be acceptable in downtown routes at slow speeds, but it's dangerous when the 143 is traveling at highway speeds down I-5. One hard braking maneuver will result in serious injuries.	4/28/2015 8:44 AM
48	I rode transit for 20 years prior to retirement. I would like to go to Seattle now during the day both on week-ends and week days and prefer the Sounder. That of course is not possible with the train schedule.	4/28/2015 7:57 AM
49	-Two hour transfer time isn't long enough when traveling long distances such as from/to Enumclaw. -Would like to see a connection reestablished to Buckley and even Bonnie Lake (Walmart) -907 needs to operate later in the afternoon - live in South Enumclaw and 907 is closest route.	4/27/2015 8:31 PM
50	Would appreciate transit such as 212 operating earlier, 6am along 132nd SE in Bellevue.	4/27/2015 8:24 PM
51	Parking is a major problem in Auburn. I have to take the 5:45am train to get a parking spot, it's very very inconvenient.	4/27/2015 6:29 PM
52	I work at UW- not downtown. Need a direct route without long waits at transit stations and transfers. I took the bus to work for years, but they've now made it so inconvenient and slow that it's the equivalent of adding an extra day to my already full-time schedule.	4/27/2015 2:35 PM
53	There are very few east-west options. Better choices going into Seattle, but other routes are limited.	4/27/2015 2:20 PM
54	No access to transit services a all during the day for anyone.	4/27/2015 11:07 AM
55	It is nearly impossible to work a second shift job and use the current bus routes	4/27/2015 10:53 AM

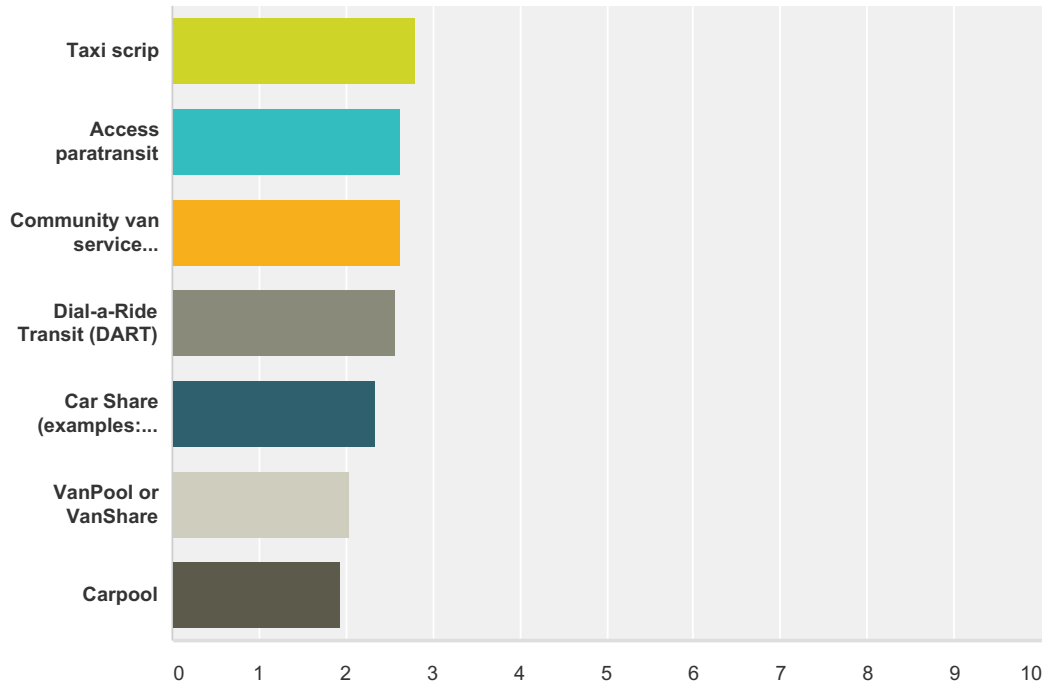
56	There is no bus within at least a half a mile from my house. I had been signed up for access, but they don't have a consistent time schedule to get me to work and I work for King County. With multiple doctor appoints often, taking the bus or even the Sounder is out of the question. If the Access van could come every day at a certain time, that might have worked, but the first time they forgot to schedule me and they sent a taxi. Then when it was time to go home, they forgot again and a manager had to send me home in a town car to get reimbursed later on. Access is not set up for work time frames and neither is the bus from the sounder station to my work location at the Kent animal shelter.	4/27/2015 10:26 AM
57	overcrowded on buses that are available from king street station up to 9th & James. Too bad you discontinued the 211!!!!	4/27/2015 9:11 AM
58	you have degraded the service to such an extent it is mainly worthless to use use to public transit formerly	4/27/2015 6:41 AM
59	Please reinstate the 152. It is inconvenient to get off the train at Jackson St, go up the staircase, and travel down 4th Ave., when a 152 bus would go down 4th Ave and let me off in front of building in seattle.	4/27/2015 4:20 AM
60	Buses often don't run on time - particularly the northbound 907 trip from the Enumclaw Pool at 9:16 AM.	4/26/2015 2:02 PM
61	Route from Auburn/Kent to Factoria. There is no direct route	4/26/2015 1:13 PM
62	My husband says he would take the bus. One goes right by his work on 194th ave SE in kent, but the times are so limited, nobody he knows uses it. (He thinks earliest is 8 AM and latest is 2:30 PM -- not even a full work day). My husband for instance works from 6:00 AM to 4:30 PM	4/26/2015 9:53 AM
63	There are no good options for transit when the trains are cancelled, which happens somewhat regularly.	4/26/2015 8:29 AM
64	Having to transfer 3+ times to get to smaller or more out of the way areas, often on buses that only run once an hour	4/25/2015 11:02 PM
65	The Sounder train	4/25/2015 10:45 PM
66	I would ride the 180 more regularly if offered more frequently. Ideally a more direct route (faster, more efficient) than the 180 from Auburn to SeaTac.	4/25/2015 10:10 PM
67	Lack of parking at parking garage	4/25/2015 9:37 PM
68	your answers are directly supportive of you not what people think or WANT.	4/25/2015 7:47 PM
69	As the owner of a taxicab co there are areas where service is limited or not at all forcing people to take a taxicab to get to a transit center, for example lakeland hills, bus from Auburn needs to run there, and 277/272nd hill not at all. No service to casino from transit center in Auburn or to Enumclaw on Sundays. People that work in either location on Sunday must take a taxicab. If you live on 272nd/Military vicinity, you have to go to Federal Way or Kent to get to Auburn. We pick up a lot of fares in this area to get the hospital in Auburn or Dr appts because bus service is limited or not at all. If Metro is truly public transportation, then it should reach the public to use.	4/25/2015 6:46 PM
70	The trains run to early and not often enough and the parking lot is always full with the regular commuters. We would love to ride public transportation but it is only set up for people working a regular schedule. Make the commuter lots larger.	4/25/2015 6:06 PM
71	Overcrowding is not a problem NOW but it is anticipated that it will become a significant barrier when the large companies move to the downtown area.	4/25/2015 4:56 PM
72	Access is too strict in their qualification criteria. More elderly should qualify.	4/25/2015 4:14 PM
73	no direct service between work and home.	4/25/2015 4:00 PM
74	Difficulties taking young children and their gear	4/25/2015 3:27 PM
75	We need express buses to Bellevue & Eastside	4/25/2015 3:25 PM
76	dont give us tax payers rhe problem of paying for whatever you fix or change	4/25/2015 1:29 PM
77	I Street northeast in Auburn has the Auburn Food Bank, the mental health which is called Auburn cities or Valley cities, and WorkSource which is the welfare offices, but there is no bus route on the street which seems odd when there is many who need it. carrying food from the food bank or people who are handicapped coming from the bus on Auburn Way to these buildings is a hardship.	4/25/2015 12:53 PM
78	Biggest problem is lack of parking at Tukwila or a bus that takes you just to the Federal Way Transit. It would be nice to have a way to get to Seattle but the non-peak times reduces the availability of bus service.	4/25/2015 11:54 AM

79	The biggest problem for me are the routes available from where I live in Lakeland Hills, Auburn, WA because I want to get into the downtown area of Auburn,(library & Multi-care, Fred Meyer) the Walmart by the Supermall and the Commons mall in Federal Way. Then home again without having to wait for the 497 to start going up Lakeland Hills Way. It is a very steep hill to my house which is at the top by Sunset Park.	4/25/2015 11:53 AM
80	Removal of the 150 route from Auburn to Seattle Removal of the 152 route from Auburn to Seattle These removals have caused me to either drive to Kent or Tukwila to get to Seattle	4/25/2015 11:51 AM
81	Can never find parking at Auburn Station	4/25/2015 11:38 AM
82	IT is hard to find parking in Kent Park and Ride after 6.45am. Bus 150 takes a long time to reach Seattle. If there is additional express bus from Kent to Seattle, that will really help. Especially after the last train at 8.30am	4/25/2015 10:50 AM
83	Need a way for an elderly person to get from Edmonds to Auburn and back in the same day?	4/25/2015 10:48 AM
84	Some of our work shifts start at 6 AM and the first train does not get to Seattle in time for employees to be at their work stations by 6 AM.train	4/25/2015 10:43 AM
85	Breakdowns and mechanical issues especially with the tunnel in downtown Seattle.	4/25/2015 10:35 AM
86	I have to pay RTA for my car registration yet trying to utilize public transit is a disaster. I am not taking a bus because it is not safe and it will take over an hour to get to Seattle. The train works fine when there is parking at the garage but that is gone before 0700, same in Kent. The trains do not operate on the weekend so I can go into Seattle for recreation and I'm not driving into Seattle because there is NO PARKING! This area is WAY BEHIND	4/25/2015 10:25 AM
87	It would be great if bus schedules and train schedules were available.	4/25/2015 9:32 AM
88	I am a permanently disabled person; thanks to having my back broken on 2 different MVAs where I was hit by drunk drivers both times.	4/25/2015 9:27 AM
89	Auburn station needs more parking for riders of bus and rail. I and other that I know, have altered work schedules to go in earlier in order to get parking. If you get to Auburn Station after 0700 you're not likely to get parking. There is real estate and interest from the City to build another facility as committed by Sound Transit. So far - nothing.	4/25/2015 9:13 AM
90	Having service throughout the day and on weekends would be most helpful.	4/25/2015 9:13 AM
91	I live in a fairly new area at Lakelake hills in Auburn and the closest area to caught the bus is further than I can walk at 60 years old. I would like to see a bus pick up closer to me which is in the Edgeview development. I would use the bus system if it was more convenient.	4/25/2015 9:13 AM
92	Tap tap tap. It's PARKING that's not available. Lots are full Monday through Thursday by 7am with no stalls. Then I have to drive! What's the point of having service when the park and ride is full?	4/25/2015 9:12 AM
93	Access rules of no more than 3/4 of a mile off the main line when the majority of our homes are 2-4 miles, at least off a main line...we are very rural and have students with (and elderly) with Disabilities that cannot get to a closer pick up area. Additionally, dealing with Acces phone service to set up a trip is nearly impossible. It discourages everyone fRom using it..and that should be the furthest from the norm.	4/24/2015 6:21 PM
94	I mainly transport kids to different things. Also I am a realtor and am in my car a lot showing homes etc. a bus wouldn't work for that	4/24/2015 6:45 AM
95	Bus routes that don't connect to anything, dead zones of service (especially Belltown), cut backs in parking spots in transit centers, the busses not connecting with the Sounder train - these are huge barriers for me. The fact that the "commuter lines" like the 143 run so infrequently that my strange work hours are a problem, that's just icing on the cake.	4/23/2015 7:04 PM
96	The lack of an express route from downtown Renton Transit Center to Seattle. We have a few routes but not one is actually an express. They say the 143 is an express but it starts in Black Diamond and stops frequently along the way and is generally late. Also as the fairs increase, Metro gets more tax dollars, our sevices decrease, our parking stalls decrease and customer service decreases.	4/22/2015 11:37 AM
97	If I have an emergency and need to leave work during the day it takes me forever to get home. I recently got sick at work and left at 1:30pm and because they are no express buses running during the day and my only way getting home was to take the 150 and then transfer to the 168 to get to my car it took me 3hours to get home. I should have stayed at work.	4/22/2015 6:53 AM
98	No bus stop for over 10 miles from home.	4/21/2015 11:23 PM
99	Lack of service after 7 am	4/21/2015 5:51 PM

100	Last bus only leaves at 5:34. This means I need to leave work by 5:15. That gives me zero flexibility if I need to stay later.	4/21/2015 5:44 PM
101	Concern for night safety	4/21/2015 4:28 PM

Q11 How familiar are you with the following list of alternative transportation services:

Answered: 569 Skipped: 99

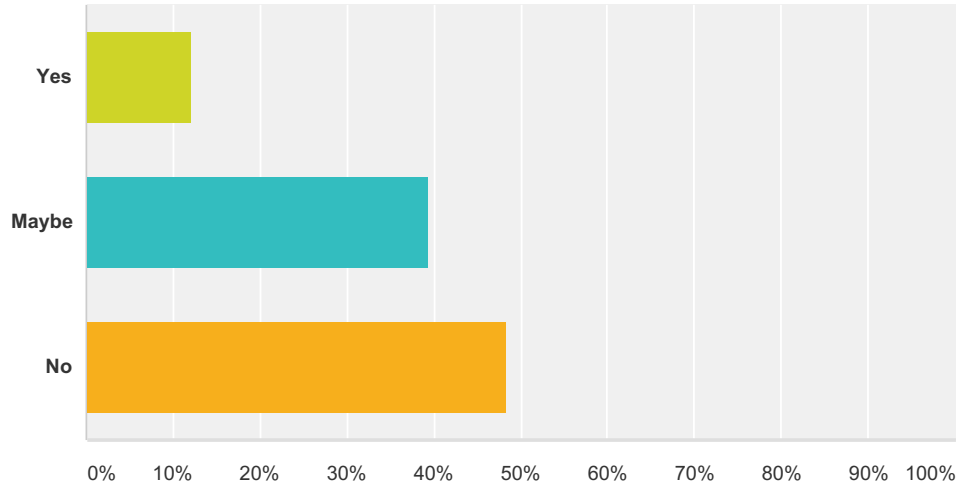


	Very familiar	Somewhat familiar	Not familiar	Total	Weighted Average
Taxi scrip	4.43% 25	12.23% 69	83.33% 470	564	2.79
Access paratransit	6.93% 39	22.56% 127	70.52% 397	563	2.64
Community van service (examples: Hyde Shuttle, Muckleshoot Shuttle, or Greater Maple Valley Community Center Shuttle)	6.96% 39	23.04% 129	70.00% 392	560	2.63
Dial-a-Ride Transit (DART)	4.93% 28	32.75% 186	62.32% 354	568	2.57
Car Share (examples: Car2Go or Zip Car)	14.41% 81	38.61% 217	46.98% 264	562	2.33
VanPool or VanShare	24.11% 136	47.87% 270	28.01% 158	564	2.04
Carpool	30.55% 172	43.52% 245	25.93% 146	563	1.95

Q12 Would you be willing to participate in a carpool, vanpool, or vanshare sponsored by Metro?

King County Metro Transit

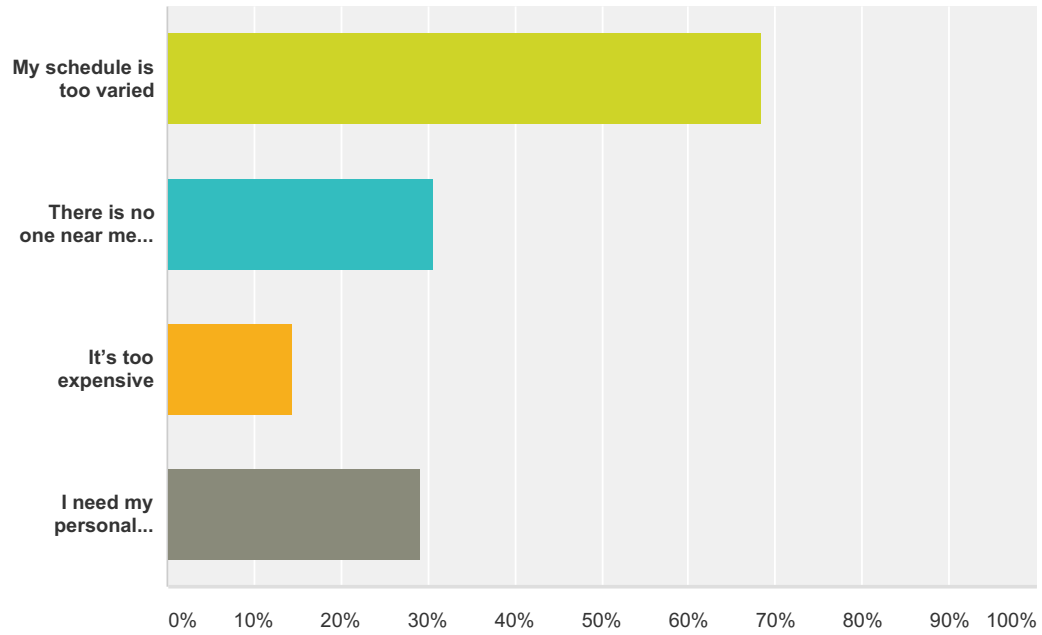
Answered: 569 Skipped: 99



Answer Choices	Responses
Yes	12.13% 69
Maybe	39.54% 225
No	48.33% 275
Total	569

Q13 If you would not be willing to participate in a carpool, vanpool, or vanshare sponsored by Metro, please tell us why. (check all that apply)

Answered: 339 Skipped: 329



Answer Choices	Responses
My schedule is too varied	68.44% 232
There is no one near me that I could share the ride with	30.68% 104
It's too expensive	14.45% 49
I need my personal vehicle during the day for work	29.20% 99
Total Respondents: 339	

#	Other (please specify)	Date
1	I live and work locally	5/7/2015 11:32 AM
2	I currently drive a Vanshare 5 days a week, but they are very disorganized just saying.	5/6/2015 7:02 PM
3	Wheelchair	5/5/2015 9:55 PM
4	I do not work 9 to 5 so arranging carpool would be difficult. I work in Auburn and there are not a lot of people who commute to Auburn from my neighborhood.	5/5/2015 4:34 PM
5	I don't like riding the bus or other public transit. I prefer the safety, security, privacy, comfort, and flexibility of personal automobile. I think metro should give up a significant portion of its budget to the general fund, where it should be directed into transportation solutions that revolve around personal automobiles, and not ride-share, public transit, bike lanes, car-pool lanes, toll-funded projects or other wasteful & frivolous feel-good programs that inhibit the flow of traffic & increase the cost of goods & services.	5/5/2015 3:33 PM
6	Work hours include evenings until 9 PM	5/5/2015 11:37 AM
7	I am retired and public transportation does not fit my life style	5/5/2015 11:18 AM
8	My days at home versus going into Seattle vary and I cannot be depended on for regularity.	5/5/2015 8:32 AM
9	My schedule is fairly consistent, but at times when I can't leave work on schedule, I have to scramble to find an alternative.	5/5/2015 8:29 AM
10	I have to be able to infrequently stay late at work on no notice. Also, my work provides a monthly pass Orca card at a slightly reduced rate. This reduced rate isn't applicable to a Vanpool option. My wife uses Vanpool and like it.	5/5/2015 7:47 AM
11	I work close to home.	5/5/2015 5:35 AM

12	Work from home	5/4/2015 9:42 PM
13	Honestly don't want to deal with other people's schedules and reliability	5/4/2015 9:03 PM
14	I am currently carpooling with my husband. He is willing to wait for me when I can't get off work on time.	5/4/2015 8:25 PM
15	Retired - do not have a regular schedule	5/4/2015 8:07 PM
16	We are not residents We only conduct very part time business there	5/4/2015 2:37 PM
17	Would be too scary	5/4/2015 11:19 AM
18	I currently carpool with a fellow employee.	5/4/2015 11:18 AM
19	I don't drive	5/4/2015 10:49 AM
20	I prefer my personal vehicle as it is indeed convenient.	5/4/2015 10:48 AM
21	I go to visit clients during the work day and attend meeting at various sites	5/4/2015 10:16 AM
22	Sounder and ST 578 get me to and from work just fine. Carpool/vanpool/vanshare would likely add time and additional coordination to work.	5/4/2015 8:13 AM
23	I am retired.	5/4/2015 7:22 AM
24	The train works well for me now.	5/4/2015 6:17 AM
25	not enough scheduled times later in the evening	5/3/2015 6:44 PM
26	I find that these types of options vary too much. People are very inconsistent.	5/3/2015 6:33 PM
27	The train works better than any kind of a carpool would be for me	5/3/2015 10:25 AM
28	I'm retired. I take trips at irregular intervals.	5/3/2015 8:43 AM
29	I refuse to drive into Seattle.	5/3/2015 8:27 AM
30	no car or drivers license	5/2/2015 10:37 PM
31	I don't have a vehicle to share with someone.	5/2/2015 8:46 PM
32	My schedule does vary a bit. Buses and train accommodate that, don't know if a vanpool or carpool could accomodate	5/2/2015 7:33 PM
33	sometimes I ride the sounder, but it is really inconvenient	5/2/2015 3:20 PM
34	I do not need transit to commute to work as I work close to home. Parking is an issue if I want to take train into Seattle for entertainment reasons. Parking in Seattle is extremely limited and expensive. If I worked further north I would take train.	5/2/2015 9:54 AM
35	MVCC HAD a shuttle I ♥️♥️ Until they lost funding and had to shut it down. I used it on average two times a week.	5/2/2015 9:16 AM
36	I am retired and don't need the services of vanpool, etc.	5/2/2015 8:47 AM
37	Need only for getting to medical appointments Auburn to Seattle hospital areas	5/2/2015 6:20 AM
38	I'm not a people person.	5/1/2015 11:08 PM
39	Only drive 5 miles to work. not worth sharing to me	5/1/2015 10:32 PM
40	I either pick up or drop off child at daycare and so need to have personal vehicle for that.	5/1/2015 9:43 PM
41	Would consider if they ran them for special events like sports and other entertainment events at the various theaters and performance locales.	5/1/2015 7:48 PM
42	I live 4 miles from work. It literally takes longer to hike to the closest bus stop and ride home than to walk. I've timed both.	5/1/2015 7:41 PM
43	I'm disabled and I don't regularly go anywhere.	5/1/2015 7:13 PM
44	Just does not appeal to me... I'd rather just drive my own car if the larger Metro buses can't meet my needs	5/1/2015 6:27 PM
45	retired	5/1/2015 6:16 PM

46	A van pool gets in the same commuter traffic as everyone else. Let's get a more coordinated and efficient train and bus system going	5/1/2015 5:56 PM
47	I'm retired and my need for transportation is sporadic and irregular	5/1/2015 5:48 PM
48	retired	5/1/2015 5:36 PM
49	Prefer speed of the Sounder.	5/1/2015 5:17 PM
50	I work less than a mile from my home.	5/1/2015 5:15 PM
51	I'd rather take the bus	5/1/2015 5:12 PM
52	When I work, I work from home, but sometimes travel to a client's location. This would not lend itself to irregular hours, and when I checked into DART it was pretty expensive.	5/1/2015 5:06 PM
53	I would be willing to carpool or vanpool a few days a week but I don't believe there are any available in my area.	5/1/2015 1:41 PM
54	I am retired.	4/30/2015 8:15 PM
55	Depends upon the accessibility and frequency of availability	4/29/2015 1:04 PM
56	The bus would work but not all bus drivers allow me to fold up my walker and carry about the bus. I was told once that if I needed to do the I probably did not need the walker. I can walk short distances with a cane but eventually my legs begin to quick and I need a walker. I am young, only 70, but experienced numerous military and industrial events in the past.	4/29/2015 10:07 AM
57	I only live 2.9 miles from my work!	4/28/2015 6:14 PM
58	I do not work (retired) and do not need to use public transportation.	4/28/2015 4:20 PM
59	varied schedule for children drop off times	4/28/2015 1:12 PM
60	I don't know enough about the safety of the program. How are carpool drivers selected?	4/28/2015 8:22 AM
61	License is suspended and I could not share in the driving	4/28/2015 8:01 AM
62	Even with rideshare, traffic when changing highways is poor. i.e. getting in the carpool lane and changing from 167 to 405. Alternate routes yield the same time results. I'd like to see better access from carpool lane to carpool lane much like Bellevue does.	4/27/2015 8:53 PM
63	retired	4/27/2015 8:32 PM
64	The train is faster, plus I would still need to drive to a park and ride which doesn't solve my problem	4/27/2015 6:31 PM
65	Personality and driving issues.	4/27/2015 6:24 PM
66	Factors: \$price\$, reliability of those you ride with, odd shift hours	4/27/2015 2:38 PM
67	I bring my dog with me to work.	4/27/2015 10:59 AM
68	I am not aware if a van pool that would fit my need	4/27/2015 10:54 AM
69	For doctor appointments, my time off getting to work or home is often varied.	4/27/2015 10:28 AM
70	I don't want to be dependent on other people	4/27/2015 9:11 AM
71	I am retired at this time, so I do not need a regular, everyday ride.	4/27/2015 8:47 AM
72	I already carpool outside of Metro	4/27/2015 8:11 AM
73	I don't trust Metro like I do Sound Transit to do the right things	4/27/2015 6:43 AM
74	I am retired	4/26/2015 7:28 PM
75	I don't live very far from work and use back roads to get there.	4/26/2015 5:34 PM
76	We are totally ertired and because of where we live the closet transit is Federal Way or Downtown Auburn. As long as we're able drive, we'll use our own vehicles.	4/26/2015 5:01 PM
77	I just use the 907 about once a week to travel within Enumclaw.	4/26/2015 2:03 PM
78	I am retired.	4/26/2015 1:26 PM

79	i prefer the bus	4/26/2015 10:19 AM
80	Also, Metro vanpool should post vanpools where you don't have to create an account just to view availability. See Intercity transit for example. You can view the list and view the driver's contact information to sign up or ask a question of the driver.	4/26/2015 10:00 AM
81	I just don't think those options sound appealing to me. If I decide to leave auburn and go into Seattle for the day, I just want to go to a train station, park, get on train, easily get around Seattle, Bellevue, Kirkland etc, and get back on whenever I want	4/26/2015 9:53 AM
82	I have absolutely no interest in sharing a vehicle. I want to be able to come and go as I please.	4/26/2015 9:08 AM
83	I live 2 miles from work, so this isn't a necessary option since I can walk or bike in to work.	4/26/2015 8:02 AM
84	The only two times I tried that stupid idea the same woman puked all over me and the others in the car!	4/26/2015 7:29 AM
85	I use to car pool when I was working but now I am retired.	4/26/2015 6:48 AM
86	Retired with very changing commitments and times.	4/26/2015 6:26 AM
87	I don't drive and I don't know if that would be a problem. I know nothing about the service. I don't know anyone in the area. I don't know if I could trust the other people in such a small transit	4/25/2015 11:03 PM
88	I am retired and I do not commute to work so many of these questions are just not applicable	4/25/2015 10:14 PM
89	Not interested	4/25/2015 9:39 PM
90	The 181 and Sounder work just fine and if I'm late getting to the 181 there's another one in a half hour. Not a problem for my work schedule.	4/25/2015 9:12 PM
91	don't like to wait	4/25/2015 8:11 PM
92	Don't want to take my turn driving :) Not sure of who else would be riding	4/25/2015 8:00 PM
93	Retired; no need for regularly scheduled rides. Used to take Vanpool prior to retirement.	4/25/2015 7:57 PM
94	Retired	4/25/2015 7:51 PM
95	people in the county don't need or want to pay for it, that was perfectly clear in the community meeting but you people were not willing to listen all you wanted to do was push your agenda, and justify your jobs.	4/25/2015 7:50 PM
96	I don't take the bus during regular working hours.	4/25/2015 7:20 PM
97	I'd like to use transit for other reasons than commuting to/from work. Getting to downtown Seattle, getting across the south end (east/west). Getting to Bellevue. It'd be great to be able to use transit for holiday shopping, weekend ventures to the city.	4/25/2015 7:02 PM
98	I work from home.	4/25/2015 6:47 PM
99	We are retired and would love to use public transit but it is only set up for regular commuters in our area.	4/25/2015 6:08 PM
100	I would only need it 4 or 5 times a month. I,m a salesman and I need to get to a customers place of business at the right time.	4/25/2015 6:07 PM
101	I'm retired and don't commute to a work place.	4/25/2015 5:06 PM
102	I already carpool.	4/25/2015 4:54 PM
103	Ride sharing is for people who work in the same place, not for others who go to smaller destinations (we can not all work at megalopolis like Microsoft or Amazon) or are retired and trying to move around other than during the morning and evening rush hours.	4/25/2015 4:48 PM
104	I am willing to bet that Metro would not be able to get a group to carpool from Auburn/Lakeland Hills to Tacoma/Hilltop-Old Town	4/25/2015 4:18 PM
105	I tried to do a van pool thru pierce county when I worked in Auburn. I had my name on the list for over one year and no other person shared the same route. just because it is available, doesn't mean it works. Maybe business could get more involved to give the employees an incentive to get them out of their cars....	4/25/2015 4:09 PM
106	May need to work extra and don't want to be stuck relying on others or have to leave at a specific time	4/25/2015 2:48 PM
107	Not interested in the program, usually based on the schedule of others.	4/25/2015 1:28 PM

108	I am retired and not on a regular schedule	4/25/2015 1:02 PM
109	Schedules for people are always different. Also, some people have different punctuality habits from others. For example, some people like to procrastinate and arrive at the very last minute and have to run through the station or risk missing their train or bus (and sometimes they do miss it). Other people like to be 20-30 minutes early and relax and wait for the train or bus (me). Sometimes people have to stay late and then won't have access to the same van pool or car pool. I still might be open to is if there was a way to deal with some of these objections.	4/25/2015 12:46 PM
110	I am a home owner and tax payer. I have my own car and have for 40 years. I plan to use my own transportation for the next 20 years. As a home owner and tax payer, we can not afford to pay any higher property taxes then we are now. We are retired due to layoff and disability. Why doesn't the country think about our needs for once. \$4200.00 a year in just property taxes! We can not stand anymore property tax hikes. Where is the money going to come from to provide transportation to all the people who don't own cars for what ever reason and who don't pay high taxes to provide for their own transportation? This county is going to loose it's tax base and then what is going to happen? Enough! How about discontinuing the service to the casinos or make them pay for the service in total? Why do tax payers have to pay for transportation to gambling houses that we would never ever go to? Where is the justice or logic in that? Run the buses downtown and to Green River College - period. After that everyone is on their own.	4/25/2015 12:05 PM
111	Right now I am retired so working is not a problem. It is pointless to be in a carpool for my season of 5th Avenue matinee shows on Thursday. It would be nice to be able to go to a computer and see if anyone else is going so I can share the ride. If I had a vanpool or car, where would we park?	4/25/2015 12:00 PM
112	infrequent travel, varied schedule, atypical work hours (evening, short shifts)	4/25/2015 12:00 PM
113	I'm not going to work. I'm just doing my chores twice a week.	4/25/2015 11:54 AM
114	We need a light rail with everyday options not the sounder which spends most of its day parked.	4/25/2015 11:13 AM
115	I rarely leave my community in the course of my work and don't have set hours at a set location.	4/25/2015 10:39 AM
116	I tried it for a while. I was not convenient when I needed to work late or arrive early	4/25/2015 10:33 AM
117	I don't feel comfortable relying on the availability of a single individual. If my carpool driver calls in sick at the last moment, I would be stranded. For this reason, my wife drives me to the train each morning, and picks me up from the station each evening.	4/25/2015 10:28 AM
118	Metro to Sounder works well.	4/25/2015 10:28 AM
119	Retired, lots of free time.	4/25/2015 10:25 AM
120	If anything comes up last minute then I can't just do it I have to go get my car and its still inconvenient. I also don't know anyone at my work who lives around me and also works at the same time. If there were other people that worked in my area that wanted to try the van share that might work.	4/25/2015 10:24 AM
121	I am retired.	4/25/2015 10:23 AM
122	My schedule is rotational, not regular, and I work 12-1/2 hour days	4/25/2015 10:06 AM
123	Being in a vehicle on I-5 or 167 isn't really an improvement over the train.	4/25/2015 9:39 AM
124	I only work from 12:00 to 2:00 Mon-Fri	4/25/2015 9:31 AM
125	I looked into the carpool and vanpool options. There was no one who shared my work hours and I thought the cost was too expensive compared to the Orca card cost.	4/25/2015 9:22 AM
126	People are not willing to show up on time, or drive the days they are supposed to	4/25/2015 9:21 AM
127	It's just 1.5 miles to the auburn station for the park and ride but if lot is full then I need the option to drive to work with my car.	4/25/2015 9:15 AM
128	i live so close to the sounder that I just walk.	4/24/2015 1:08 PM
129	I'm currently in a vanpool. It's great!	4/23/2015 8:16 AM
130	Don't need to. The train would still be much faster. If I lived farther from the station, it might be beneficial.	4/22/2015 9:30 AM
131	I don't want to get caught up by depending on other people's schedules and I like my privacy and people in Vanpool etc tend to be too nosy.	4/22/2015 6:56 AM
132	I don't know how to drive & have children to pickup/drop off .	4/22/2015 6:06 AM

133	My company pays for a bus pass but not parking	4/21/2015 9:06 PM
134	I don't want to have to drive at all.	4/21/2015 7:32 PM
135	cost is a factor	4/21/2015 6:25 PM
136	Sounder train serves my needs.	4/21/2015 4:13 PM

Q14 If you have used any of these alternative transportation services, please tell us about your experiences with them.

Answered: 75 Skipped: 593

#	Responses	Date
1	I use them all I have a Zip car membership paid for by my work, but there are none near me so I never use my membership. I drive a Vanshare 5 days a week from the train and the Customer service is a 1 star, they started my millage wrong then I had to take it in for service after having it 2 weeks wow they couldn't do that before I picked it up. Then they tell me to come pick up after repairs today BUT the work hadn't been done, very disorganized. People would use it more if it was RAN better.	5/6/2015 7:02 PM
2	Access paratransit allows me to get to places that I can't get to on normal metro transit, but Metro transit get cut in Enumclaw so does the Access paratransit availability.	5/5/2015 9:55 PM
3	I have taken the bus and the train to Seattle when I had a meeting. I like both of them.	5/5/2015 4:34 PM
4	N/A	5/5/2015 11:37 AM
5	Used vanshare for a week as a trial with coworkers. Van had 10 riders. The cost was prohibitively high.	5/4/2015 10:20 PM
6	I carpool now, but that will change based on the greed that drove the change on 405. I look forward to the day that it will switch back. Nice job folks!	5/4/2015 9:02 PM
7	ACCESS It is too rough with to many hard bumps, being flung around in the seats requiring grabbing on to something to brace yourself. This is made worse by the fact that the drivers are trying to keep to a schedule which is impossible, not even allowing for bathroom breaks AND too many people to get where they are going in the time allowed. There are people still on the van at the time for them to be picked up for their return trip home having not reached their destination yet. All of this is bad for those who are already ill, in pain and worn out because of a medical condition. There is a feeling of no compassion by the people who run this system. SOMETHING SERIOUSLY NEEDS TO BE DONE so you don't feel worse because of transportation.	5/4/2015 11:19 AM
8	The carpool/vanpool schedules limit access and create discourse between riders.	5/4/2015 8:42 AM
9	car2go is a great way to get to and from a stop/station, if a car is available in my neighborhood. Though they get fairly well-redistributed throughout the day, there is still a tendency for them to cluster in certain areas (ex. Amazon campus during the day). Zipcar is a last resort for getting from Seattle to Auburn since it is so expensive. The downside to both services is the inability to drive from Seattle and end the rental in Auburn (though at this point, it is probably an infeasible operating model).	5/4/2015 8:13 AM
10	Car2Go was good for short distances, I wouldn't be comfortable taking those very small cars on the highway to get from Seattle back to Auburn.	5/4/2015 7:09 AM
11	I was in a carpool. It can be expensive and you are forced to work a specific schedule when you may need more flexibility to work late or for an appointment. There also can be personality conflicts, car safety/reliability issues, and driving safety issues.	5/3/2015 8:50 PM
12	I have car pooled before and you can be left high and dry with no prior warning.	5/3/2015 6:33 PM
13	N/a	5/2/2015 10:22 AM
14	Many seniors like myself are now stranded..and many having to consider moving out of area. I had freedom with the MVCC shuttle and could stay if we're reinstated.,	5/2/2015 9:16 AM

15	I have not used Access but I book rides frequently for residents at my work with disabilities. The booking system is HORRIBLE! We get terrible window times offered to us, my residents can sit on the van for up to 3 hours one way!! What if they needed the restroom? It should not take 3 hours to get from Kent to Auburn!	5/2/2015 8:44 AM
16	i have been in a van pool it is wonderful but sometimes my shift times vary so I can't be in it.My work provides a vanpool pass or a bus pass not both.I need it to be flexible	5/2/2015 12:42 AM
17	Rode a bus during jury duty and when I was in elementary school. I do not have a set schedule.	5/1/2015 11:08 PM
18	I carpooled with coworkers to Mukilteo and back	5/1/2015 8:46 PM
19	I have carpooled, but with my schedule at the university and my need to travel around the state it makes it difficult.	5/1/2015 6:44 PM
20	Used vanpool before retirement. Thought is was convenient and economic.	5/1/2015 6:16 PM
21	I was not aware of these alternatives	5/1/2015 6:07 PM
22	When I worked, I carpooled with my son on a couple of occasions, but our schedules usually were different and made carpooling reasonable on only a few occasions.	5/1/2015 5:48 PM
23	Have had good results with carpools and vanpools because all riders were employed at the same company/location.	5/1/2015 5:37 PM
24	I use the 914 on a regular basis. 2-3 times a week. I appreciate it. I would like to have a stop on Guiberson at a common path on the corner of Alexander and Guiberson. The stop after Reiten Rd and the next stop is too far apart.	5/1/2015 5:17 PM
25	i have used vanpools from metro and found them at an advantage the challenge can be finding one that is open, If not openings, it can be hard to find carpool alternatives	5/1/2015 5:17 PM
26	I used to carpool with a coworker who was on the same schedule as me and it worked quite well. We were able to split the cost of gas and only needed one parking spot. When our schedules stopped lining up we had to change our commute.	5/1/2015 5:06 PM
27	I have used the Hyde shuttle and it was wonderful but there are times I need transportation that day and that doesn't work with the shuttle	4/30/2015 12:15 AM
28	I had written a lot here before, and then I had a problem with my system, and i lost it all, I don't feel like writing it All over Again!	4/29/2015 5:31 PM
29	Vanshares work fine...except we really need ample dedicated parking at the train station lots.	4/28/2015 7:28 PM
30	I have used carpool and vanpool in the past when I worked in Seattle. It worked well and was the best alternative at the time but this was about 10 years ago.	4/28/2015 4:54 PM
31	I enjoy using the transit system. The system in the central Rainer Ave can be scary, i avoid the 106/108 if i don't have to take it.	4/28/2015 1:12 PM
32	I've already participated in a vanpool twice and a carpool once. All three experiences ended very badly. I just got involved in the formation of a third vanpool, and problems have started even before the vanpool is formed. First of all, the driving restrictions are too severe. Second of all, the number of necessary riders is limiting. I think that three or four people should suffice. Third, very few people want to drive, and that limits things immensely. Also, in my first two vanpools, the primary drivers were extremely aggressive, which frightened everyone in the vanpool. The carpool was the same way. In my first vanpool, one of the members, who was the primary driver, had tremendous anger issues, and spent the time having a captive audience to expose all of his personal problems, and became very angry if people didn't listen.	4/27/2015 6:24 PM
33	Wasn't able to find a match	4/27/2015 2:38 PM
34	My sister that I live with will be using the Auburn inter-city alternative transportation for the first time this week. She does have a disability.	4/27/2015 1:39 PM
35	I carpool often to visit friends or family but not for work.	4/27/2015 12:13 PM
36	I was a van pool driver for over 2 years	4/27/2015 11:10 AM
37	I already am using the Metro Vanpool service. I work at Seattle Childrens Hospital and have been riding in a vanpool for about 15+ years. It has worked out quite well.	4/27/2015 11:03 AM

38	I have mostly used light rail to go from Tukwila into Seattle. However, I often find that the surrounding parking lots are full, with little to no turnover in vehicles leaving and spaces opening up. I would use light rail much more often if there was more parking available.	4/27/2015 10:59 AM
39	I loved the Sounder, but Auburn took away a lot of the parking for the city. You can pay for a spot but they would not let me pay for a handicapped spot. The train became not an option for that and the lack of mini busses to go from the train in Kent to the animal shelter.	4/27/2015 10:28 AM
40	I used the Sounder Train regularly for years but it neither was time saving or financially beneficial for me seeing that my commute is from Auburn to Kent. It is a great alternative and I still reconsider it from time to time.	4/27/2015 9:19 AM
41	I used Access before retiring, but I was removed from their list. The person doing the renewals thought that I am capable of riding the bus and walking the mile to where I was working. I can walk a few blocks, but only if I'm able to rest afterwards. I was just a few months away from turning 65, so I retired at that time. I use the Hyde transportation system quite often, as long as I remember to schedule the ride ahead of time. It is hard to know what time to ask for a return from a doctor's visit, so I will ask for one hour after the start of the visit. I usually wait for the ride after the visit.	4/27/2015 8:47 AM
42	I used lite rail to get to the Washington/ Illi Game thgat is the only way I'll use mass trans	4/26/2015 5:01 PM
43	I have used train in the past and liked it. Not great going to Factoria. Have to ride train all they way into Seattle and then bus to Factoria	4/26/2015 1:15 PM
44	The people using them are nasty and filthy, constantly puking on you, chewing tobacco and spiting all over the place in the vehical.	4/26/2015 7:29 AM
45	My elderly mother used them a few years ago.	4/26/2015 6:48 AM
46	Have participated mostly in buses and trains not the carpools and loaner cars or taxis	4/26/2015 6:26 AM
47	Vanpool was very good; parked at Auburn Park & Ride, climbed in the van and rode to Everett Boeing. The worst part was amount of commute time but at least, I didn't have to drive so could nap on the way to and from work.	4/25/2015 7:57 PM
48	needed a bus ride from Fife to Seattle to get home(live in Seattle at the time) what would taken 2 hours with heavy traffic took almost 5 hours and a lot of walking.	4/25/2015 6:07 PM
49	Have used a vanpool in the past when I had a set work schedule. I did enjoy being in a vanpool more than taking transit. I'm currently an exempt employee so a vanpool would not work out.	4/25/2015 5:13 PM
50	na	4/25/2015 4:54 PM
51	I have been part of a king county car pool, but my work hours are too demanding for me to be able to stick to the departure scedule.	4/25/2015 4:49 PM
52	An 83-year-old acquaintance who does not live adjacent to a bus line, who has been in many minor accidents, and who still drives a car despite terrible ability to drive was deemed not eligible for Access. Any sort of mental comprehension test would have shown that this man has lost most of his common sense and mental ability.	4/25/2015 4:18 PM
53	I wish I could have tried the vanpool or carpool but neither worked out.	4/25/2015 4:09 PM
54	I use Pierce transit bus 497 to the Auburn Transit Center. I am satisfied with the service now that the bus is on time in the mornings. For awhile, the bus drivers would consistently show up late or not at all.	4/25/2015 3:35 PM
55	Sounder train to Seattle. I enjoy it but it has limited hours.	4/25/2015 2:24 PM
56	Car2Go is great. But only in Seattle I don't see it working where I live (auburn west hill)	4/25/2015 1:38 PM
57	Tried taking the train/vanshare but stopped due to no parking at park and ride in auburn	4/25/2015 12:20 PM
58	Parking is a big problem for someone who drives to a Seattle destination. I was at Argosy University for a daytime activity and I tried all kinds of ways to find a bus that would take me home during the afternoon (non-peak time). Finally, I was able to bum a ride from someone attending the activity but that took me only to the Tukwila Mall. I was able to find a bus from Tukwila Mall and called from the closest stop to get to my house. It was VERY complicated.	4/25/2015 12:00 PM

59	When my mother was alive, we attempted to get her approved for the Access bus. The questions were irrelevant to her situation and approval required her to make a trip to Seattle for evaluation, not possible at her age and in her health condition. Friends have told me about the nightmare experience of traveling to Seattle for Access approval. Elderly people kept there for hours on end, no food, no water, no idea ahead of time how long it will take. In other words, no respect for them as individuals, --their age, their condition, their comfort, their abilities. I'd like to see this fixed, maybe done out in the communities.	4/25/2015 10:39 AM
60	Ride sharing --- depend on others to be on-time, wait times vary for group to assemble.	4/25/2015 10:38 AM
61	Tried the carpool. It was it not convenient for me or the other people in the car pool	4/25/2015 10:33 AM
62	The Van Share is the only method I use to quickly get me to and from the Sounder Tukwila train station. I cannot rely on the bus to get me around. The bus route adds too much time to the commute as it winds in and out of the various neighborhoods. A bus is the lowest common denominator of transit. It attracts all manner of people - many of which are criminals who cannot drive for legal reasons, or who haven't the money to buy a car.	4/25/2015 10:28 AM
63	I have used Access because my sister is disabled. It is a really good service for her because taking the bus is difficult for her. The one down side is we can't plan to do anything same day everything has to be planned out. Or if we forget to schedule the day before the she won't get her ride set up. The other down side is it takes forever. Sometimes I just end up driving her around when I'm able because she will schedule a ride to work probably a 15-20 min drive for us and it takes them an hour to an hour and a half to get her there. The bus would be faster but she isn't able to walk that far to get to the stop.	4/25/2015 10:24 AM
64	Good exp with carpool but does not always work due to work demands of other participants	4/25/2015 10:23 AM
65	I liked riding on a vanpool except that the driver played the radio loudly and I wanted to sit in silence and reflect, or listen to my own audio books. It might sound silly, but noise pollution affects how people feel. That is something that can be negotiated on a vanpool so it is not a barrier. I'm just sharing, FYI.	4/25/2015 10:09 AM
66	I carpooled for several years to Bellevue. I dreaded my week of driving and the unknown of any unpredictable incident that could bring traffic to a standstill for hours.	4/25/2015 9:39 AM
67	Use a van pool during spring/ summer time. No problems except if want to go to work early. Have to take bus from train station in Tukwila. Employer is working to accommodate different schedules for van pools.	4/25/2015 9:35 AM
68	I have used Vanshare and found it a nice fit for my commute. The service is good and the staff at King County outstanding.	4/25/2015 9:14 AM
69	Sounder and light rail and love both options.	4/25/2015 9:13 AM
70	Occasional (<5x/year) user of Zipcar services	4/24/2015 7:49 AM
71	I have used a vanpool and ZipCar. My van pool is great, except that I have to drive into Kent to catch it. I wasn't able to find a Maple Valley / SODO vanpool. I am a ZipCar member, and have used the service during the day when I am at work, or needed to drive home unexpectedly.	4/23/2015 8:16 AM
72	Had been in a vanpool before but due to other riders' work/personal schedules it was dissolved.	4/22/2015 6:06 AM
73	I had carpool for about 4 years until carpool parking downtown Seattle became enormous.	4/21/2015 6:25 PM
74	Car pool didn't work because of our schedules	4/21/2015 4:33 PM
75	I'm willing to participate in carpool, vanpool or van share but have never found a match even though I look regularly. I don't work downtown Seattle.	4/21/2015 4:10 PM

Q15 Where would you like to go on public transportation that you can't go now? Please specify the intersection or name of your destination - for example, type "Greater Maple Valley Community Center" instead of "community center." For a work location, please list the employer and city.

Answered: 249 Skipped: 419

Answer Choices	Responses
Destination 1	100.00% 249
Destination 2	53.41% 133
Destination 3	28.51% 71

#	Destination 1	Date
1	test	5/21/2015 12:48 PM
2	where i want to go	5/11/2015 11:21 PM
3	Providence Health & Services 2811 S 102nd Street Tukwila WA	5/6/2015 7:23 PM
4	Nintendo, Redmond	5/5/2015 9:02 PM
5	Auburn	5/5/2015 2:02 PM
6	House in covington	5/5/2015 1:34 PM
7	Downtown Seattle, 9th and Seneca	5/5/2015 1:16 PM
8	Seattle on the weekends	5/5/2015 12:19 PM
9	Davita, Tacoma	5/5/2015 11:38 AM
10	Denny & Fairview Seattle	5/5/2015 9:26 AM
11	The Supermall in Auburn	5/5/2015 8:33 AM
12	Belltown, Seattle.	5/5/2015 7:48 AM
13	Microsoft Millenium Buildings in Redmond	5/5/2015 6:00 AM
14	Department of Public Health Tumwater	5/4/2015 10:43 PM
15	home depot shopping center	5/4/2015 10:11 PM
16	Kasons, Maple Valley	5/4/2015 9:53 PM
17	Tukwila light rail	5/4/2015 9:45 PM
18	covington shopping	5/4/2015 9:42 PM
19	Route 169 and 240th	5/4/2015 9:31 PM
20	Holland America Line (lower Queen Anne, Seattle)	5/4/2015 9:15 PM
21	Seattle	5/4/2015 9:05 PM
22	Boeing Renton Factory	5/4/2015 8:30 PM
23	Microsoft, Redmond	5/4/2015 7:40 PM
24	Puyallup via bus	5/4/2015 6:52 PM
25	Maple Valley Park & Ride	5/4/2015 6:45 PM
26	downtown Seattle	5/4/2015 6:19 PM
27	Federal Way Community Centre	5/4/2015 5:19 PM
28	Auburn Transit center	5/4/2015 1:57 PM
29	Eastgate Park & Ride	5/4/2015 1:35 PM
30	From Auburn senior center to transit center	5/4/2015 11:50 AM
31	188th and Alaska Service Road	5/4/2015 10:54 AM
32	Bellevue College	5/4/2015 9:22 AM

33	Puyallup	5/4/2015 9:11 AM
34	Downtown Seattle - on Weekends	5/4/2015 9:11 AM
35	SODO district	5/4/2015 8:53 AM
36	The Outlet Collection	5/4/2015 8:17 AM
37	Auburn	5/4/2015 8:05 AM
38	1 main street auburn wa	5/4/2015 7:57 AM
39	City of Auburn	5/4/2015 7:30 AM
40	SafeCo Field	5/4/2015 7:26 AM
41	Auburn to Metpark Building (on Howell and Mercer, Seattle WA)	5/4/2015 7:12 AM
42	Renton Boeing	5/4/2015 6:31 AM
43	Bellevue	5/3/2015 9:49 PM
44	Auburn/Black Diamond exit off Highway 18	5/3/2015 8:58 PM
45	Downtown Seattle	5/3/2015 8:19 PM
46	sports games not just specific ones	5/3/2015 6:47 PM
47	Leah hill	5/3/2015 6:30 PM
48	Muckleshoot Casino	5/3/2015 6:02 PM
49	Mariners game	5/3/2015 3:01 PM
50	walmart covington washington	5/3/2015 10:48 AM
51	SAFECO field	5/3/2015 8:46 AM
52	Dept of Ecology Lacey, WA	5/3/2015 8:10 AM
53	Centerpointe in Kent Wa	5/3/2015 7:15 AM
54	KOMO Plaza, Seattle	5/3/2015 1:24 AM
55	From M St SE to transit center	5/2/2015 11:02 PM
56	everett week days starting the route at 6:30 am not sooner	5/2/2015 9:38 PM
57	sounder connection to light rail tukwila area	5/2/2015 11:50 AM
58	Seattle	5/2/2015 9:55 AM
59	Kentwood High School - nearest stop is at Kent-Kangley	5/2/2015 9:10 AM
60	Geico, Renton	5/2/2015 6:48 AM
61	Madison Street Polyclinic	5/2/2015 6:24 AM
62	320th & 1st in Federal Way	5/2/2015 6:18 AM
63	Auburn food bank	5/2/2015 12:49 AM
64	Seatac Airport	5/2/2015 12:45 AM
65	Airport	5/2/2015 12:00 AM
66	None	5/1/2015 11:09 PM
67	South Park seattle boeing	5/1/2015 10:47 PM
68	federal way transit center	5/1/2015 10:03 PM
69	Downtown Seattle	5/1/2015 10:02 PM
70	Downtown seattle	5/1/2015 9:36 PM

71	WACAP in Renton	5/1/2015 9:23 PM
72	More frequent Sounder service	5/1/2015 9:21 PM
73	Seattle	5/1/2015 8:28 PM
74	Amazon, Seattle (South Lake Union) -- it seems like most of the people riding Sounder are going there! But we have to get off at International and take a bus from there.	5/1/2015 8:27 PM
75	Shopping...south center	5/1/2015 7:16 PM
76	King County Aquatic Center	5/1/2015 6:35 PM
77	Seattle Center	5/1/2015 6:20 PM
78	Beacon Hill - doctor	5/1/2015 6:19 PM
79	The question is not what transportation goes there. It's how long it takes that needs to be addressed.	5/1/2015 5:59 PM
80	Solta Medical North Creek Bothell, WA	5/1/2015 5:58 PM
81	Federal Way Community Center	5/1/2015 5:55 PM
82	Seattle	5/1/2015 5:54 PM
83	Paula's Choice Seattle	5/1/2015 5:48 PM
84	Harborview Hospital, Seattle	5/1/2015 5:47 PM
85	Seat ad airport	5/1/2015 5:44 PM
86	Nordstrom, 98101	5/1/2015 5:44 PM
87	Auburn - Fred Meyer area	5/1/2015 5:39 PM
88	St. Mark's Cathedral, Seattle, Wash.	5/1/2015 5:36 PM
89	Covington Shopping District along Kent Kangley Rd past Hwy 18	5/1/2015 5:21 PM
90	City of Auburn City Hall	5/1/2015 5:20 PM
91	Auburn transit station to DT Bellevue directly	5/1/2015 5:16 PM
92	Equinix, Seattle	5/1/2015 5:09 PM
93	Auburn to Bellevue	5/1/2015 5:04 PM
94	Seattle	5/1/2015 4:55 PM
95	Boeing Renton at 4am	5/1/2015 4:49 PM
96	Carlisle Interconnect Technologies, Kent	5/1/2015 4:49 PM
97	Seattle for Sounder games	5/1/2015 1:42 PM
98	Downtown Seattle on the weekends	4/30/2015 3:51 PM
99	Federal Way Costco	4/30/2015 12:18 AM
100	Greater Maple Valley Community Center, Maple Valley	4/29/2015 2:31 PM
101	Covington medical facilities	4/29/2015 1:07 PM
102	Group Health	4/29/2015 10:10 AM
103	Affiliated Engineers Inc (Westlake Tower - Seattle, WA)	4/28/2015 8:23 PM
104	Seattle King Street Station	4/28/2015 7:30 PM
105	World Vision Federal Way	4/28/2015 6:15 PM
106	The Outlet Collection	4/28/2015 5:14 PM
107	Downtown Seattle	4/28/2015 4:58 PM

108	N/A	4/28/2015 4:25 PM
109	IKEA	4/28/2015 4:02 PM
110	lakeland north auburn	4/28/2015 1:13 PM
111	Les Gove Park, Auburn	4/28/2015 10:49 AM
112	Puyallup Southhill	4/28/2015 8:03 AM
113	downtown Seattle	4/27/2015 9:05 PM
114	T-Mobile in Factoria from Auburn or Kent	4/27/2015 8:56 PM
115	Buckley	4/27/2015 8:35 PM
116	KRWM Bellevue, SE 36th & 131st Ave SE	4/27/2015 8:30 PM
117	Seward Park (PCC is my grocery store, and there is no way I can take a bus)	4/27/2015 6:28 PM
118	Swedish Medical Center, Issaquah	4/27/2015 4:35 PM
119	no destinaton	4/27/2015 3:39 PM
120	Univ of WA, Seattle campus with no transfers needed	4/27/2015 2:44 PM
121	Federal Way Park and Ride	4/27/2015 2:24 PM
122	Boeing, Renton	4/27/2015 1:40 PM
123	UW Physicians, Columbia Tower, Seattle	4/27/2015 1:08 PM
124	seattle	4/27/2015 12:58 PM
125	Renton on weekends	4/27/2015 12:13 PM
126	Auburn Park & Ride	4/27/2015 11:43 AM
127	Sound transit facilities - Sounder station	4/27/2015 11:29 AM
128	Emerald Downs Dr. & 37th St. NW, Auburn, from Des Moines	4/27/2015 11:06 AM
129	Auburn Sounder Station	4/27/2015 10:53 AM
130	King County Regional Animal Sevices-shelter Kent	4/27/2015 10:30 AM
131	Seatac Airport	4/27/2015 9:43 AM
132	Seattle Archdiocese of Seattle	4/27/2015 9:16 AM
133	A daughter in West Seattle.	4/27/2015 8:52 AM
134	seattle on weekend	4/27/2015 8:19 AM
135	Tukwila Community Center (they need bus routes to this location!)	4/27/2015 8:11 AM
136	Seatac Airport	4/27/2015 7:54 AM
137	Auburn Public Library	4/27/2015 7:31 AM
138	Kauai	4/27/2015 7:14 AM
139	Downtown Auburn to all parts of Tacoma in a timely manner. That is no wait over 10 minutes. like in Vancouver BC	4/27/2015 6:48 AM
140	FAA-825 South 160th Street, Burien 98148	4/26/2015 11:22 PM
141	Starbucks Corporate Center Seattle (1st & Lander)	4/26/2015 9:55 PM
142	from local area	4/26/2015 7:32 PM
143	na	4/26/2015 5:02 PM
144	Unknown	4/26/2015 4:40 PM
145	Seattle Art Museum	4/26/2015 4:30 PM

146	na	4/26/2015 1:44 PM
147	Bartell Drugs, Des Moines	4/26/2015 1:32 PM
148	T-Mobile Bellevue, WA	4/26/2015 1:17 PM
149	federal way	4/26/2015 10:42 AM
150	auburn lea hill	4/26/2015 10:25 AM
151	Greater Tacoma area	4/26/2015 10:02 AM
152	South center mall in tukwila	4/26/2015 9:56 AM
153	Evergreen Way SE and Bennett Way SE in Auburn	4/26/2015 9:52 AM
154	West Seattle	4/26/2015 8:31 AM
155	Group Health, Tacoma Medical Center	4/26/2015 8:18 AM
156	Airport	4/26/2015 8:07 AM
157	seattle public uttliy	4/26/2015 8:05 AM
158	N 30th St & McCarver St, Tacoma - Old Town Professional Center	4/26/2015 7:58 AM
159	My mothers house	4/26/2015 7:34 AM
160	Valley Medical Center, Renton	4/26/2015 7:27 AM
161	Federal way commons	4/26/2015 6:54 AM
162	appointments at Swedish Cancer Center in First Hill	4/26/2015 6:29 AM
163	amazon.com in south lake union, Seattle	4/26/2015 3:35 AM
164	Port of Tacoma	4/25/2015 11:17 PM
165	SeaTac Airport	4/25/2015 10:47 PM
166	Train service in the AM to City of Shoreline	4/25/2015 10:22 PM
167	Tacoma general hospital in Tacoma	4/25/2015 10:20 PM
168	SeaTac airport	4/25/2015 10:12 PM
169	Seattle Federal Building	4/25/2015 8:08 PM
170	Puyallup Fairgrounds	4/25/2015 8:02 PM
171	to and from Safeco field during night games	4/25/2015 8:00 PM
172	Renton	4/25/2015 7:39 PM
173	amazon seattle	4/25/2015 7:27 PM
174	Downtown Bellevue	4/25/2015 7:21 PM
175	Downtown Seattle/SEA-TAC Airport	4/25/2015 7:03 PM
176	Landland Hills during day	4/25/2015 6:49 PM
177	Joint Base Lewis McChord Logistics Center	4/25/2015 6:20 PM
178	Renton Tech College	4/25/2015 6:16 PM
179	Downtown Seattle	4/25/2015 6:10 PM
180	Downtown Kent (in less than 30 mins)	4/25/2015 6:01 PM
181	6th and University, Seattle - Stoel Rives	4/25/2015 5:48 PM
182	spacelabs, Snoqualmie from Lakeland hills	4/25/2015 5:19 PM
183	Pacific Lutheran University	4/25/2015 4:56 PM

184	Pacific, 8th street Milton area	4/25/2015 4:11 PM
185	Eastlake seattle wa	4/25/2015 4:02 PM
186	King Street Station	4/25/2015 3:36 PM
187	olympia,wa	4/25/2015 3:33 PM
188	Factoria Bellevue	4/25/2015 3:28 PM
189	Lakeland hills during the day from Seattle	4/25/2015 2:49 PM
190	VA - American Lake	4/25/2015 2:32 PM
191	Seattle	4/25/2015 2:27 PM
192	Redmond	4/25/2015 2:07 PM
193	south lake union, amazon.com	4/25/2015 1:40 PM
194	204th and 68th ave	4/25/2015 1:31 PM
195	Sea-Tac Airport	4/25/2015 1:13 PM
196	medical facilities	4/25/2015 1:08 PM
197	downtown	4/25/2015 12:58 PM
198	Tacoma and Pierce County (from King County) - it's very expensive. I looked at a planned trip this morning and it was \$8.00 per person and 3 transfers between 3 different transit organizations.	4/25/2015 12:53 PM
199	FAA, 3101 auburn way s., auburn	4/25/2015 12:47 PM
200	University of Washington	4/25/2015 12:44 PM
201	House to Auburn Sounder train	4/25/2015 12:03 PM
202	downtown Seattle	4/25/2015 11:52 AM
203	Bonney Lake High School	4/25/2015 11:47 AM
204	2nd and Union	4/25/2015 11:40 AM
205	St. Francis Hospital Federal Way	4/25/2015 11:31 AM
206	city of auburn, auburn	4/25/2015 11:24 AM
207	Washington National golf course	4/25/2015 11:18 AM
208	lakeland hills	4/25/2015 11:17 AM
209	Seattle downtown	4/25/2015 11:14 AM
210	King County Courthouse, Seattle	4/25/2015 10:45 AM
211	Bottom of Lakeland Hills in Auburn has no public transportation.	4/25/2015 10:44 AM
212	Bel Square	4/25/2015 10:42 AM
213	Downtown Seattle	4/25/2015 10:41 AM
214	seatac airport	4/25/2015 10:39 AM
215	Auburn Train Station from Tukwilla Train Station via Bus when the Sounder is canceled	4/25/2015 10:35 AM
216	Seattle on the Sounder nights and weekends	4/25/2015 10:30 AM
217	Downtown Seattle for shopping entertainment	4/25/2015 10:29 AM
218	Volunteer in West Seattle	4/25/2015 10:28 AM
219	Auburn Walmart	4/25/2015 10:24 AM
220	Super Mall	4/25/2015 10:11 AM

221	Major shopping destinations in Auburn WA	4/25/2015 10:00 AM
222	Swedish Medical Center	4/25/2015 9:51 AM
223	Lakeland hills	4/25/2015 9:38 AM
224	Auburn	4/25/2015 9:21 AM
225	Link Light Rail direct connection from Auburn to new S. 200th location	4/25/2015 9:17 AM
226	KC courthouse, Seattle	4/25/2015 9:12 AM
227	Boeing 9-101 bldg Tukwila	4/25/2015 9:12 AM
228	To students with disabilities that cannot get to main line stop, picked up at their home	4/24/2015 6:26 PM
229	Bellevue (anywhere)	4/24/2015 4:07 PM
230	Greater Maple Valley Community Center	4/24/2015 2:29 PM
231	being 777x wing factory	4/24/2015 12:21 PM
232	covington	4/24/2015 12:12 PM
233	alaska junction - west seattle	4/24/2015 11:35 AM
234	Sodo district	4/24/2015 7:29 AM
235	Belltown - especially on weekends	4/23/2015 7:07 PM
236	Greater Maple Valley Community Center	4/23/2015 1:26 PM
237	Blue Nile, Inc, Seattle WA	4/23/2015 1:05 PM
238	kennydale	4/22/2015 1:11 PM
239	T-Mobile Campus, Factoria	4/22/2015 12:32 PM
240	Green River College- Main Campus	4/22/2015 11:42 AM
241	to kent station from corner of se240th st & 132nd ave se on wknds	4/22/2015 6:15 AM
242	Winco Foods	4/22/2015 2:27 AM
243	Grady Way, Renton, WA	4/21/2015 11:26 PM
244	Westlake station	4/21/2015 6:07 PM
245	South lake union, seattle	4/21/2015 5:54 PM
246	downtown Seattle	4/21/2015 5:37 PM
247	Greater Maple Valley Community Center	4/21/2015 5:04 PM
248	Enumclaw	4/21/2015 4:53 PM
249	Four Corners - Maple Valley	4/21/2015 4:12 PM
#	Destination 2	Date
1	South Center Mall	5/6/2015 7:23 PM
2	University of Washington, Seattle	5/5/2015 9:02 PM
3	Maple Valley	5/5/2015 2:02 PM
4	Nintendo, Redmond	5/5/2015 11:38 AM
5	Downtown Seattle	5/5/2015 6:00 AM
6	Forks, WA	5/4/2015 10:43 PM
7	Selleck, Wa	5/4/2015 9:53 PM
8	kent station	5/4/2015 9:42 PM

9	providence in Renton	5/4/2015 9:31 PM
10	Direct/Express route to Seattle (no stops in Renton)	5/4/2015 9:15 PM
11	Olympia	5/4/2015 6:52 PM
12	Bellevue Transit Center	5/4/2015 6:45 PM
13	Bellevue square area	5/4/2015 6:19 PM
14	Les Gove Spray Park	5/4/2015 5:19 PM
15	JBLM	5/4/2015 1:35 PM
16	to St Theresa church in Federal without walking up the steep hill	5/4/2015 11:50 AM
17	Kirkland Carillon Point	5/4/2015 9:22 AM
18	Graham	5/4/2015 9:11 AM
19	Wallingford	5/4/2015 8:53 AM
20	Auburn Way N/15th ST NE	5/4/2015 8:17 AM
21	Puyallup	5/4/2015 8:05 AM
22	Auburn to Amazon main campus (on Republican and Westlake, Seattle WA)	5/4/2015 7:12 AM
23	Swedish Hospital Cherry Hill	5/3/2015 9:49 PM
24	Lake Holm/ Lake Moneysmith area	5/3/2015 8:58 PM
25	SEATAC (from Auburn or Kent)	5/3/2015 6:30 PM
26	Airport	5/3/2015 3:01 PM
27	Seattle & Tacoma using Sounder later in morning and evening.	5/2/2015 11:02 PM
28	seattle during the week end	5/2/2015 9:38 PM
29	sounder connection to light rail sumner	5/2/2015 11:50 AM
30	Auburn Black Diamond Road or need available parking in Auburn fpr bus service mid day	5/2/2015 6:24 AM
31	Green River College throughout the day	5/2/2015 6:18 AM
32	Supermall	5/2/2015 12:49 AM
33	auburn way / 16th street n	5/2/2015 12:45 AM
34	seattle	5/2/2015 12:00 AM
35	auburn transit center	5/1/2015 10:03 PM
36	Burien	5/1/2015 9:36 PM
37	Downtown (weekends)	5/1/2015 9:23 PM
38	Federal Way	5/1/2015 8:28 PM
39	Kent Meridian Pool	5/1/2015 6:35 PM
40	Bellevue - doctor	5/1/2015 6:19 PM
41	Auburn Senior Activity Center	5/1/2015 5:55 PM
42	Auburn	5/1/2015 5:54 PM
43	4th and Jackson	5/1/2015 5:48 PM
44	Saint Francis Hospital, Federal Way	5/1/2015 5:47 PM
45	Auburn - Lakeland Hills	5/1/2015 5:39 PM
46	St. Matthew/San Mateo Church, Auburn, Wash.	5/1/2015 5:36 PM

47	Kent Multicare Covington	5/1/2015 5:21 PM
48	auburn transit station to southcenter directly	5/1/2015 5:16 PM
49	Auburn to UW district on weekends	5/1/2015 5:04 PM
50	Boeing Southpark	5/1/2015 4:49 PM
51	Work - 212th and west valley	4/30/2015 3:51 PM
52	Renton	4/29/2015 2:31 PM
53	Renton medical facilities	4/29/2015 1:07 PM
54	Auburn Library	4/28/2015 5:14 PM
55	Downtown Bellevue	4/28/2015 4:58 PM
56	N/A	4/28/2015 4:25 PM
57	Trader Joes Kent East Hill	4/28/2015 4:02 PM
58	Bonney Lake	4/28/2015 8:03 AM
59	Issaquah from Auburn or Kent	4/27/2015 8:56 PM
60	Bonnie Lake	4/27/2015 8:35 PM
61	home in SE Auburn, 5 miles from Auburn TC	4/27/2015 8:30 PM
62	Renton Highlands for better shopping - I have to drive	4/27/2015 6:28 PM
63	4020 Auburn Way N, Comcast Auburn	4/27/2015 2:24 PM
64	bellevue	4/27/2015 12:58 PM
65	Bellevue on weekends	4/27/2015 12:13 PM
66	South Kirkland Park & Ride - NE 38th PL & NE 37th Circle - 10610 NE 38th Place	4/27/2015 11:43 AM
67	Multi-care doctors offices	4/27/2015 11:29 AM
68	5th Ave. S. & Michigan St., Seattle, from Des Moines	4/27/2015 11:06 AM
69	Downtown Seattle	4/27/2015 9:43 AM
70	A sister in Everett.	4/27/2015 8:52 AM
71	woodinville on weekend	4/27/2015 8:19 AM
72	Auburn to Redmond, Bothell, up rte 405.	4/27/2015 8:11 AM
73	Puerto Vallarta	4/27/2015 7:14 AM
74	Downtown Auburn to all parts of Federal Way, Kent and Des Moiens same as above.	4/27/2015 6:48 AM
75	Seattle	4/26/2015 7:32 PM
76	na	4/26/2015 5:02 PM
77	Unknown	4/26/2015 4:40 PM
78	Fred Meyer, Auburn	4/26/2015 1:32 PM
79	university district	4/26/2015 10:42 AM
80	redmond Microsoft campus	4/26/2015 10:25 AM
81	Queen Anne district	4/26/2015 9:56 AM
82	Downtown auburn	4/26/2015 8:07 AM
83	S I St & S 4th St, Tacoma - Tacoma General Hospital	4/26/2015 7:58 AM
84	My grandmothers house	4/26/2015 7:34 AM

85	Outlook Mall, Auburn	4/26/2015 7:27 AM
86	Westfield southcenter	4/26/2015 6:54 AM
87	meetings in Sumner	4/26/2015 6:29 AM
88	Tacoma	4/25/2015 11:17 PM
89	Train service in the AM to City of Mukilteo	4/25/2015 10:22 PM
90	Century Link Field	4/25/2015 8:08 PM
91	Seatac Airport	4/25/2015 8:02 PM
92	Auburn needs bus service from Lea Hill, West Hill to Transit Center to match with Sounder service	4/25/2015 8:00 PM
93	Covington	4/25/2015 7:39 PM
94	Bellevue/Redmond	4/25/2015 7:03 PM
95	muckleshoot on Sundays from Auburn Transit Center	4/25/2015 6:49 PM
96	Joint Base Lewis McChord Main Post	4/25/2015 6:20 PM
97	Bellevue	4/25/2015 6:10 PM
98	S Genesee St & 36th Ave S (in less than 45 mins)	4/25/2015 6:01 PM
99	15th St NE, Auburn	4/25/2015 4:56 PM
100	UW	4/25/2015 4:02 PM
101	Vice versa	4/25/2015 2:49 PM
102	VA - Seattle	4/25/2015 2:32 PM
103	Tacoma	4/25/2015 2:27 PM
104	Bellevue	4/25/2015 2:07 PM
105	Wesley Gardens Retirement Community, Des Moines	4/25/2015 1:13 PM
106	grocery stores	4/25/2015 1:08 PM
107	House to Federal Way Transit Center	4/25/2015 12:03 PM
108	Costco Issaquah	4/25/2015 11:47 AM
109	Valley Medical Center Renton	4/25/2015 11:31 AM
110	Seattle city center, more weekend routes	4/25/2015 11:24 AM
111	Tacoma downtown	4/25/2015 11:14 AM
112	downtown Issaquah	4/25/2015 10:42 AM
113	Southcenter Mall	4/25/2015 10:41 AM
114	White river amphitheater	4/25/2015 10:39 AM
115	Eastside Issaquah/Bellevue and between	4/25/2015 10:30 AM
116	Enumclaw (weekend)	4/25/2015 10:24 AM
117	Emerald Downs	4/25/2015 10:11 AM
118	Downtown Seattle Westlake Center	4/25/2015 10:00 AM
119	Tacoma	4/25/2015 9:21 AM
120	Century Link Seattle	4/25/2015 9:12 AM
121	fred Meyer on James in kent	4/24/2015 12:21 PM
122	wilderness village (from kent kangley)	4/24/2015 12:12 PM

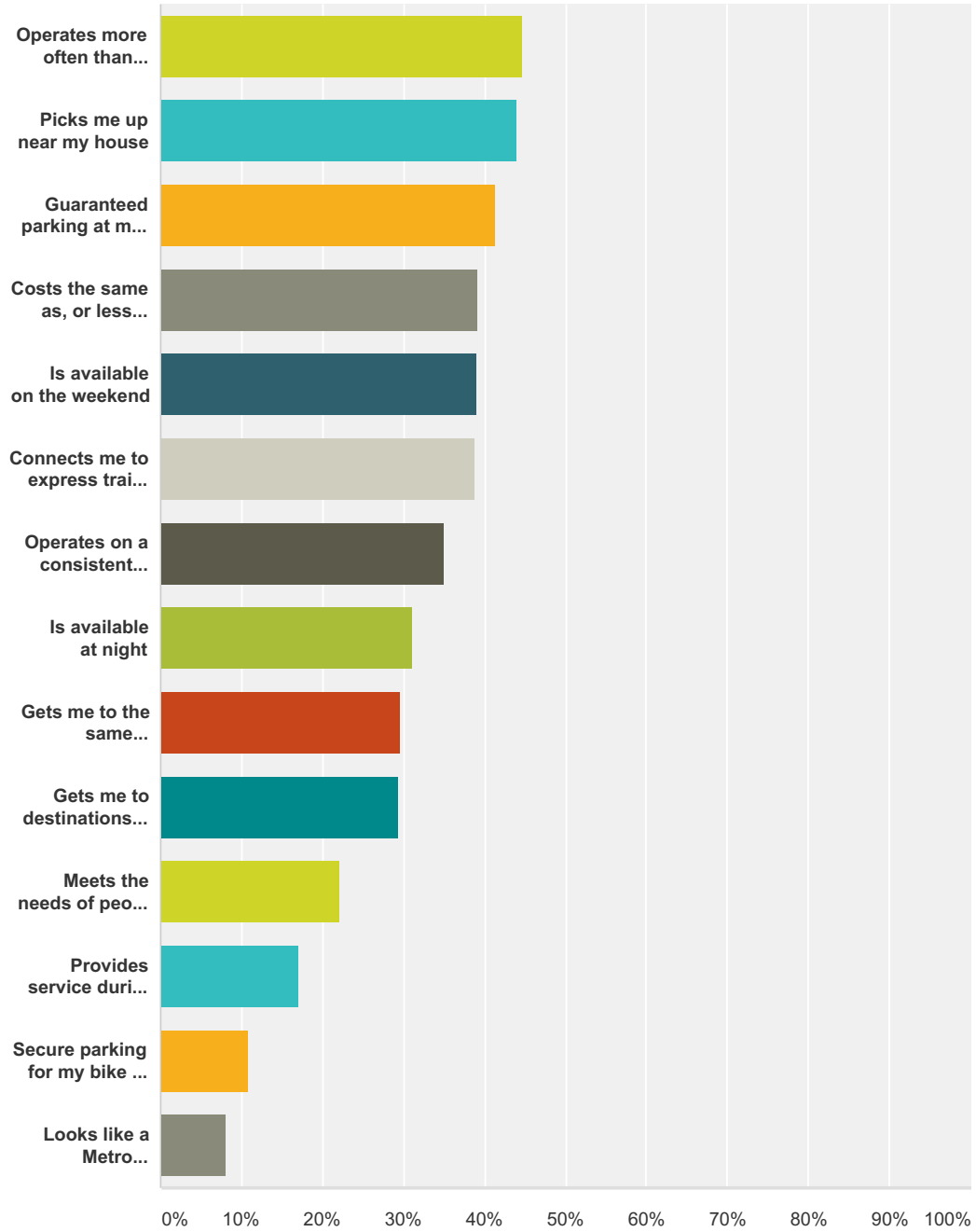
123	more destinations throughout Renton - the F line is not enough	4/23/2015 7:07 PM
124	Maple Valley Safeway - Pharmacy/ Food Shopping	4/23/2015 1:26 PM
125	tukwila	4/22/2015 1:11 PM
126	Green River College- Enumclaw	4/22/2015 11:42 AM
127	to lake meridian p&r from corner of se240th st & 132nd ave se on wknds	4/22/2015 6:15 AM
128	DSHS Kent	4/22/2015 2:27 AM
129	uw, seattle	4/21/2015 5:54 PM
130	sporting events	4/21/2015 5:37 PM
131	2nd and Cherry downtown	4/21/2015 5:04 PM
132	Hobart road	4/21/2015 4:53 PM
133	King County International Airport Boeing Field	4/21/2015 4:12 PM
#	Destination 3	Date
1	Auburn Way N fred Meyers	5/6/2015 7:23 PM
2	Enumclaw	5/5/2015 2:02 PM
3	Kent Target	5/4/2015 9:42 PM
4	Redmond	5/4/2015 6:52 PM
5	Sumner	5/4/2015 9:11 AM
6	GreenLake	5/4/2015 8:53 AM
7	Auburn Way S/9th ST SE	5/4/2015 8:17 AM
8	Seattle	5/4/2015 8:05 AM
9	Downtown Tacoma	5/3/2015 9:49 PM
10	tacoma	5/2/2015 9:38 PM
11	bus from sounder to seattle	5/2/2015 11:50 AM
12	Kent	5/2/2015 12:49 AM
13	stadium downtown seattle	5/2/2015 12:45 AM
14	Lakeland Hills, Auburn	5/1/2015 9:23 PM
15	Sumner	5/1/2015 8:28 PM
16	Marine Hills Pool	5/1/2015 6:35 PM
17	Safeco Field (I can get there on public transit, but it takes a lot of time and or driving)	5/1/2015 5:55 PM
18	LA Fitness, Federal Way, Wash.	5/1/2015 5:36 PM
19	auburn transit to safeco field directly	5/1/2015 5:16 PM
20	Boeing Auburn at 1130pm	5/1/2015 4:49 PM
21	Covington shopping	4/29/2015 1:07 PM
22	N/A	4/28/2015 4:25 PM
23	Covington	4/28/2015 8:03 AM
24	Bonnie Lake Walmart	4/27/2015 8:35 PM
25	Downtown Seattle within 30 minutes - not possible on the weekends.	4/27/2015 6:28 PM
26	shopping centers	4/27/2015 11:29 AM

27	Downtown Des Moines	4/27/2015 9:43 AM
28	Friends that do not live on bus line.	4/27/2015 8:52 AM
29	kirkland on weekend	4/27/2015 8:19 AM
30	Auburn to Bellevue	4/27/2015 8:11 AM
31	Vancouver Island	4/27/2015 7:14 AM
32	Everywhere money is time and I haven't the luxurey to wait.	4/27/2015 6:48 AM
33	tacoma	4/26/2015 7:32 PM
34	na	4/26/2015 5:02 PM
35	Unknown	4/26/2015 4:40 PM
36	Lowes, Auburn	4/26/2015 1:32 PM
37	Bellevue	4/26/2015 10:42 AM
38	Issaquah east lake Sammamish	4/26/2015 10:25 AM
39	Capitol Hill district	4/26/2015 9:56 AM
40	Lakeland Hills Way SE & Evergreen Way, Auburn - home	4/26/2015 7:58 AM
41	Big Foot Java	4/26/2015 7:34 AM
42	Seattle Center	4/26/2015 7:27 AM
43	Seatac airport light rail	4/26/2015 6:54 AM
44	around Auburn downtown	4/26/2015 6:29 AM
45	Sumner	4/25/2015 11:17 PM
46	Train service in the AM to City of Edmonds	4/25/2015 10:22 PM
47	Maple Valley	4/25/2015 7:39 PM
48	Tacoma	4/25/2015 7:03 PM
49	272nd/Military	4/25/2015 6:49 PM
50	Joint Base Lewis McChord North Fort	4/25/2015 6:20 PM
51	Renton Sr Center	4/25/2015 6:10 PM
52	2611 N.E. 125th Street Suite 225 Seattle, WA (in less than 1.5hrs)	4/25/2015 6:01 PM
53	Bellevue	4/25/2015 4:02 PM
54	City Center Seattle	4/25/2015 2:27 PM
55	Kirkland	4/25/2015 2:07 PM
56	general shopping	4/25/2015 1:08 PM
57	House to Tukwila Light Rail Station	4/25/2015 12:03 PM
58	Virginia Mason Clinic Federal Way	4/25/2015 11:31 AM
59	Tacoma, various locations, more weekend routes	4/25/2015 11:24 AM
60	Southcenter mall	4/25/2015 11:14 AM
61	Bothell	4/25/2015 10:42 AM
62	Federal way area from Kent	4/25/2015 10:30 AM
63	Muckleshoot Casino	4/25/2015 10:11 AM
64	Seattle	4/25/2015 9:21 AM

65	Issaquah	4/24/2015 12:12 PM
66	Maple Valley Food Bank	4/23/2015 1:26 PM
67	Green River College Kent Campus	4/22/2015 11:42 AM
68	to & from kentwood hs after 5pm	4/22/2015 6:15 AM
69	Work	4/22/2015 2:27 AM
70	anywhere on sunday	4/21/2015 5:37 PM
71	QFC maple valley	4/21/2015 4:53 PM

Q16 If bus service in your community were changed or supplemented with a new transportation service, what would be most important to you for using a new service? (please indicate your top three choices)

Answered: 455 Skipped: 213



Answer Choices	Responses
Operates more often than current transit	44.62% 203
Picks me up near my house	43.96% 200
Guaranteed parking at my transit facility or park & ride	41.32% 188
Costs the same as, or less than, current transit service	39.34% 179
Is available on the weekend	39.12% 178
Connects me to express train or bus service	38.90% 177
Operates on a consistent route	35.16% 160

Is available at night	31.21%	142
Gets me to the same destinations or transfer points	29.67%	135
Gets me to destinations I can't get to now by transit	29.45%	134
Meets the needs of people who are transit-dependent, disabled, elderly, or low-income	22.20%	101
Provides service during the same times of day	17.14%	78
Secure parking for my bike at my transit facility or park & ride	10.77%	49
Looks like a Metro service/has Metro branding	8.13%	37
Total Respondents: 455		

Q17 Is there anything else you'd like to share with us, such as possible ways to improve public transportation in your community?

Answered: 157 Skipped: 511

#	Responses	Date
1	see that transportation is self sufficient and doesn't need subsidies from the public tax payer	5/11/2015 11:21 PM
2	I do not use transit because I consolidate many stops in to my trips to town and back	5/7/2015 11:35 AM
3	Keep it Clean and safe Auburn Transit Center is disgusting cigarette but Montain on the corner you trip over garbage everywhere I'm not sure why WA looks like a huge dump no one picks up trash, more garbage and recycling options install video camera's for safety I live on 27th F street, I installed them on my house I caught on camera my BF getting shot by a drug dealer on video, camera's should be EVERYWHERE!!! the bus stop on 25 th and F street SE Auburn is NOT safe it's where the drug dealers sale and do drugs I NEVER use that stop.	5/6/2015 7:23 PM
4	Yes! I had a hip replacement one year ago. For the two years prior to that, I was unable to use any transit services because I was on crutches and could not walk the 1+ mile to the nearest bus stop. Nor could I use DART or Access because I live in an area on Lea Hill that has no transit services whatsoever.	5/5/2015 11:52 PM
5	More buses and more stops in unincorporated King county	5/5/2015 9:02 PM
6	My commute is short. If I needed to go to Seattle, I would want more parking. The spaces in Auburn fill up very fast. Need more parking. Build the 2nd garage.....Also am wondering about the cost per rider and the # of riders on transit verses drivers.	5/5/2015 4:36 PM
7	I don't like riding the bus or other public transit. I prefer the safety, security, privacy, comfort, and flexibility of personal automobile. I think metro should give up a significant portion of its budget to the general fund, where it should be directed into transportation solutions that revolve around personal automobiles, and not ride-share, public transit, bike lanes, car-pool lanes, toll-funded projects or other wasteful & frivolous feel-good programs that inhibit the flow of traffic & increase the cost of goods & services.	5/5/2015 3:34 PM
8	Develop new park and ride facility to serve Hobart area in the vicinity of State Hwy 18 interchange with Issaquah-Hobart Road (at access to Taylor Mountain Park)	5/5/2015 11:38 AM
9	Insufficient parking at Auburn Sounder station. Would take the Sounder more often if I had the option of a mid-day train.	5/5/2015 8:13 AM
10	A light rail line (pipedream) or a Rapid Ride with no stopping in Renton would be appreciated.	5/5/2015 7:48 AM

11	We just need more options. I used to take the bus before I had children and worked downtown. Because the options coming from Maple Valley are so limited, I would drive into Renton to catch a bus downtown. I would have preferred to catch something along 169 and not drive so far. Now, I don't take the bus to work since I work in Redmond and there are no options. Microsoft runs a Connector shuttle, but I would have to drive southeast to Covington/Kent to catch the connector that drives me north to work. Doesn't make sense.	5/5/2015 6:00 AM
12	Porta-potties at some Major transit Stops and transfer points.	5/5/2015 4:47 AM
13	Get rid of the "good to go" lane on 167 and do not DO not put it in on 405. This kills the carpool lane and negates any benefit of carpool or public transit for the benefit of rich people. Additionally I strongly believe that it is unethical to use public infrastructure to exclusively benefit higher income people. Also, due to racial disparities in income distributions this "good to go" lane predominantly benefits rich white people. In conclusion, the "good to go lane" is not beneficial to public transit, it unethically benefits those of higher income and as such it is racially discriminatory. You could call it whites preferred lane... that's almost how it's advertised anyway. If it is to continue, you MUST include a free option for commuters experiencing lower income.	5/4/2015 10:43 PM
14	Not enough parking available at park n ride	5/4/2015 10:33 PM
15	Maybe more PR since I do not seem to know much about how accessible our transit service is. I did grow up using the city bus to get around in Portland.	5/4/2015 9:42 PM
16	Not multiple transfers	5/4/2015 9:05 PM
17	Time to figure out the transit issue. I only have another 20 years before I retire.	5/4/2015 9:03 PM
18	I stopped riding the train because of the terrible connections with bus routes and too many stops ehile on the bus into Renton. Quicker to drive in traffic.	5/4/2015 8:30 PM
19	The thing which makes me least likely to take transit, is the difficulty in finding a direct route where I want to go without changing buses or routes	5/4/2015 6:19 PM
20	There needs to be more accommodations made for seniors and disabled. The rides need to be shorter, smoother and more comfortable. Less people on each trip, better shocks ,more comfortable seats perhaps by having an extra cushion that people could use of needed or just adding more cushioning to all of the seats. Should not need to take pain medication just to deal with the pain caused by the ride and nothing else	5/4/2015 11:50 AM
21	I am fortunate to have Metro stop 5 blocks from my home. It allows me some options if I go to Seattle.	5/4/2015 11:21 AM
22	Why don't you allow competition? Why does it have to be a government monopoly?	5/4/2015 10:49 AM
23	I live in SE Auburn and the community is generally composed of impoverished transient residents. This in turn requires consideration for access to express services that achieve optimal route times rather than piecemeal connections that increase travel times significantly. For example, travel time from SE Auburn to Seattle can take up to 3 hours one of any even using express buses from sound transit. I would like to see connection via a rapid ride to the light link, this reduces travel times to Seattle and increases the potential for traveling rapidly at night and throughout the day, due to sounder train's limiting scheduled routes. Sounder routes should be increased to include night time riders; beyond 612p and until 1am then restart with the current schedule.	5/4/2015 8:53 AM
24	Need additional parking at Auburn Transit Station	5/4/2015 8:42 AM
25	For Auburn, it would be nice to have a RapidRide type service that serves Auburn Way/Central/East Valley HWY.	5/4/2015 8:17 AM
26	there needs to be a bus from maple valley to auburn transit center	5/4/2015 7:57 AM
27	Provide smaller more frequent bus service.	5/4/2015 7:26 AM
28	For expanding bu routes, I'd take the bus if there were direct routes from Auburn to my work without frequent stops	5/4/2015 7:12 AM
29	I would not mind taking a shuttle to/from the train station to help with existing parking issues for the train. I know there is a shuttle offered in Lakeland Hills but I live in a rural area with no park and ride close by other than a small unofficial lot near the Green River (Highway 18 Auburn/Black Diamond exit).	5/3/2015 8:58 PM
30	in our community there is not enough parking and so the users of the transit park in city parking and do not leave parking available for customers in the area of transit station	5/3/2015 6:47 PM
31	A bus from Leah Hill (Hazelwood Elementary) to either Kent Station or Auburn Station would help a lot with the significant parking issues at both stations. I drive from Leah Hill to Kent because parking is impossible at Auburn. At Kent, the city has made most parking 2hr parking so I have to park pretty far from the station.	5/3/2015 6:30 PM

32	Put more lanes on 167 so we can get to work faster. Spend less on public transportation and more on roads.	5/3/2015 5:15 PM
33	The train is wonderful, only improvement would be more parking	5/3/2015 10:26 AM
34	Too many DART and Access vehicles driving around empty.	5/3/2015 8:46 AM
35	Better night connections at Auburn transit center.	5/2/2015 10:50 PM
36	sounder available in the week end Rides to Everett that are available at 6:30 am, all the transportation alternatives are very early and cannot accommodate my daycare schedule	5/2/2015 9:38 PM
37	the lack of express service at all between generally 8 am and 3:15 pm inhibits use of public transit. Suggest at least one express run be added mid day ie 158 or 159 to accommodate flex schedules. 150 is available but not competitive to timeliness of morning and afternoon express-oriented runs. Same for sound transit train as well, would be nice to have a noonish-type run so if one only worked a half, day, don't have to take the 150.	5/2/2015 7:36 PM
38	more Express rides to Seattle.	5/2/2015 3:30 PM
39	more trains and express buses during commute time from central community area parking facilities to trains. You want more riders but you have very few trains, Need weekend trains when people want to go place, then have buses to take them to popular destinations. Express bus on weekend from south to Bellevue trains during holiday shopping, all sporting event days, especially night and weekend games you must connect the light rail and sounder before Seattle. That was a huge mistake in planning. You need so much more parking.	5/2/2015 11:50 AM
40	Please help us..Portland can do it..why can't Seattle? They cover Tri county area there..we can do same.	5/2/2015 9:17 AM
41	Remove the bus stop at 1010 East Main Street, Auburn, WA. 98002. There are two others within 4 blocks of this stop. Almost no one uses this stop. Metro could be more efficient by deleting stops that are wasting money.	5/2/2015 1:00 AM
42	More buses for the 566 and 567, morning and evening.	5/1/2015 10:59 PM
43	I would like to use the sounder train to go to Seattle but the schedule is geared only towards commuting times. i would use it in weekends or later in the day on weekdays.	5/1/2015 10:35 PM
44	There is inadequate parking by the Kent Sounder Station. I have to park several blocks away.	5/1/2015 8:27 PM
45	I'm disabled and its too fatiguing, exhausting, and overwhelming to do local errands around Auburn with transit, so I will always drive myself to do those. One tank of gas will last me months for doing those. I can't afford the gas to drive further away, and really badly need to be able to park at the Auburn Station so I can catch a transit connection going to other communities. I live in Auburn in King County, only 6 miles from Sumner, and its hopeless to take transit from Auburn to do errands in Sumner, so I have to drive myself there - I spend at least half my gas driving to Sumner. When I clicked "guaranteed parking" I didn't mean I want to buy a monthly pass because I wouldn't hardly ever be able to use it - what I need is to show up in the middle of the day at Auburn Station, and there is always parking available..	5/1/2015 7:29 PM
46	How about an executive feel for working professionals	5/1/2015 7:16 PM
47	More direct routes	5/1/2015 6:35 PM
48	Would like a King County-wide rapid transit system so that I could get rid of 1 car. i do not like buses. Currently I only use the Sounder.	5/1/2015 6:20 PM
49	#1 Make it safer #2 extend the night hours most swing shifts positions get off anywhere between 12AM and 2 AM	5/1/2015 6:10 PM
50	Most people in Auburn works in Redmond, Bellevue, Bothell area.	5/1/2015 5:58 PM
51	I have to drive 4 or 5 miles to get to a major Park and Ride and they are often filled. Also, bus service usually takes longer than driving due to all the stops they make and having to wait for buses or having to make transfers. It's a lot of hassle and doesn't save time or money.	5/1/2015 5:55 PM
52	Seriously, a reliable way to get back and forth to seatac airport including early morning and safely at night	5/1/2015 5:44 PM
53	Friendly, helpful drivers who are patient with first-time or infrequent bus users.	5/1/2015 5:36 PM
54	I already work 11 hour days so I am not willing to transit from Seattle to Auburn on buses that make every local stop along the way. When I get off at midnight there aren't any express options available.	5/1/2015 5:09 PM
55	I didn't enter destinations because I don't use it now and possibly it does go there, but the longer time it would take me to get there isn't worth it,although traffic is ridiculous.	5/1/2015 5:09 PM
56	Make it self supporting, quit subsidizing empty buses	5/1/2015 5:02 PM

57	More access to parking and safety of car while parked at park and ride (more security guards).	5/1/2015 4:55 PM
58	Strew lavender on the bus; people stink! No phone calls on the bus plz. Text only.	5/1/2015 1:08 PM
59	we need some sort of public transportation other than just during weekday commute times	4/30/2015 12:18 AM
60	not now, pretty burned out after losing the large amount I had written earlier...	4/29/2015 5:33 PM
61	Bring back the shuttle bus if possible	4/29/2015 1:07 PM
62	Sunday and evening service and available every half hour.	4/29/2015 10:10 AM
63	Bike lane or walking paths along S 277th St. It is not safe to walk along single lane traffic towards town homes located on 51st Pl NE.	4/28/2015 8:23 PM
64	Please, please, please run a few Sounder train cycles on weekends!!!	4/28/2015 7:30 PM
65	It would be really nice to have light rail in the Auburn/Kent valley. We use that on weekends and at night for football games or getting to Seattle, but we have to drive to Tukwila to use it. It would be a nice alternative to the Sounder which I use just about every day, but doesn't run often enough during the day or nights and doesn't run at all on the weekends except for special occasions.	4/28/2015 4:58 PM
66	Anything that could be done to shorten ride times for commuters between cities in South King County would be great. Right now, if you live and work in different cities, it often takes between 1 and 2 hours to get from home to the workplace on the bus, while it only takes 20 to 30 minutes by car. I would love to take the bus to work and get my car off the road, but I can't justify spending 2 to 4 hours a day on the bus when I could drive there in a fraction of the time.	4/28/2015 10:49 AM
67	I would welcome an enhanced schedule for the Sounder trains traveling into and out of Auburn.	4/28/2015 8:26 AM
68	There is no bus service to my community at all.	4/27/2015 9:05 PM
69	Better direct route from South-end to major destinations/employers	4/27/2015 8:56 PM
70	Longer transfer times and route to connect Enumclaw with Buckley and Bonnie Lake	4/27/2015 8:35 PM
71	When the 152 was cancelled, there is no quick transit to Seattle, other than the train. I think a transit option is important, and needed for the cost difference.	4/27/2015 8:30 PM
72	There is tremendous room for tremendous improvement. It would be a great idea of people who worked for the transit services relied solely upon those services. It would also be great if the Seattle City Council and the King County Council rode mass transit at least three times a week. It can be a pretty nasty business trying to rely upon mass transit in this county.	4/27/2015 6:28 PM
73	none of the above	4/27/2015 3:39 PM
74	As long as you continue to short-change the south end, where folks can afford to live, while still needing to work in Seattle, I doubt I'll feel too inclined to vote for any further funding for Metro	4/27/2015 2:44 PM
75	Add an Express bus service from Auburn Transit Center to Seattle during peak times for those of us who don't like riding the train	4/27/2015 2:39 PM
76	Need a bus from Auburn Transit Center to Seattle. Rte 180 is not the solution	4/27/2015 1:08 PM
77	I think the park n rides can charge a Quarter or 50 cents per vehicle or a Ticket or Orca Swipe for Revenue. Cars park n Rides got it easy.	4/27/2015 12:58 PM
78	A direct route from Auburn to Kirkland	4/27/2015 11:43 AM
79	Thank You for this survey, over the years it has been as if no one heard our voice, or even cared.	4/27/2015 11:13 AM
80	Parking, parking, parking, to enable us to more readily use transit.	4/27/2015 11:06 AM
81	Need more transportation available to second and third shift jobs.	4/27/2015 10:55 AM
82	Please consider the commuter train extension from Maple Valley to Covington and Auburn. Also, a train extension from Renton valley into Bellevue/Redmond would greatly decrease traffic congestion along 405. We need to think bigger here!	4/27/2015 10:53 AM
83	Just please read the previous comments.	4/27/2015 10:30 AM

84	My wife flies out of Seatac weekly for her job, but there is not a dependable, quick route for her to take from Auburn.	4/27/2015 9:43 AM
85	We need the longer bus for the 180 line. The bus is very crowded, with many people standing from Kent into Auburn. It feels very unsafe. I have stood a few times. I am very afraid that I will fall.	4/27/2015 8:52 AM
86	Auburn would benefit from a shopper shuttle like downtown Kent.	4/27/2015 8:07 AM
87	Free jetpacks	4/27/2015 7:14 AM
88	Remember Seattle is not the center. Cities, malls, libraries, connections to neighborhood s	4/26/2015 7:32 PM
89	Fast frequent service to employment centers in Tacoma should be a priority for residents of Federal Way & Auburn, because Tacoma is MUCH closer than Seattle or Bellevue.	4/26/2015 7:58 AM
90	Have them stay off the main routes of travel and out of the way of all people cummting to work. Never have them stop in street or stop flow of trafic at any time.	4/26/2015 7:34 AM
91	I need transit in the middle of the day, 10 hour days to get to appointments and wait for return transit in the evening is not feasible.	4/26/2015 6:29 AM
92	Really - all of the above options are pretty important. For the love of whatever you believe in - make more realistic schedules for the drivers. Find a better way to enforce fares are actually paid (I see so many people paying lesser fares or not paying fares and I know it hurts the bus). THANK YOU for the Orca Lift! It will allow so many more people to be able to access the bus.	4/25/2015 11:09 PM
93	more bus routes from east side (auburn, Kent) to Tacoma and Seattle	4/25/2015 10:20 PM
94	Why King County allowed the east side rail line to be abandoned by BNSF and not turned into a light rail line with the track in place absolutely boggles my mind.	4/25/2015 10:16 PM
95	keep the good work helping people	4/25/2015 8:14 PM
96	Currently there is no parking available. Travel to downtown requires multiple transfers and takes way too long to get to destinations.	4/25/2015 8:08 PM
97	Need to service transit spine with community service	4/25/2015 8:00 PM
98	people out here don't need it or want to pay for it.	4/25/2015 7:52 PM
99	I would love the Sounder to have runs other than just commuter hours. I love the day after Thanksgiving schedule. I miss the bus service to the Puyallup Fair from Auburn.	4/25/2015 7:24 PM
100	I dont think it can.	4/25/2015 6:08 PM
101	Length of time to get from Pacific to Auburn needs to shorten. Or provide direct service to Kent & Seattle from Pacific.	4/25/2015 6:01 PM
102	Make it accessible to more people by building a parking structure on the other side of the tracks in Auburn. It is not as accessible when you cannot find a place in the parking garage.	4/25/2015 5:09 PM
103	Currently to get from Pacific Lutheran University to Auburn, you must connect in Federal Way. A 30 minute ride by car becomes 1 1/2 hours to 2 hours by bus.	4/25/2015 4:56 PM
104	Increase costs for riders to decrease taxes on cars. Cars are necessary if you live in Auburn.	4/25/2015 4:56 PM
105	Get the trains moving from where people live to where they work and shop. Why spend all the light rail money to handle cruise passengers going from the airport to downtown? Why the UW line to downtown? How many students shop or live down there? How many of the NOW generation living downtown have business at the U?	4/25/2015 4:53 PM
106	Please put in another parking garage at the Auburn Train Station. I used to pay for parking in the gravel lot (run by Diamond Parking) across the street from the station, but we were sent a notice that the lot is now closed and being used by construction workers for an Auburn project.	4/25/2015 4:52 PM
107	my bus route was closed near my house which has made it more difficult for my elderly/disabled neighbors	4/25/2015 4:11 PM
108	It looks like parking near Auburn train stations is getting quite full.	4/25/2015 2:27 PM
109	I would like the Sounder to be more available. Many times I could take the Sounder someplace (the Tacoma Dome, Puyallup Fair) but then I can't get home because of no evening service	4/25/2015 1:06 PM
110	Train is available all day and on week ends.	4/25/2015 12:58 PM

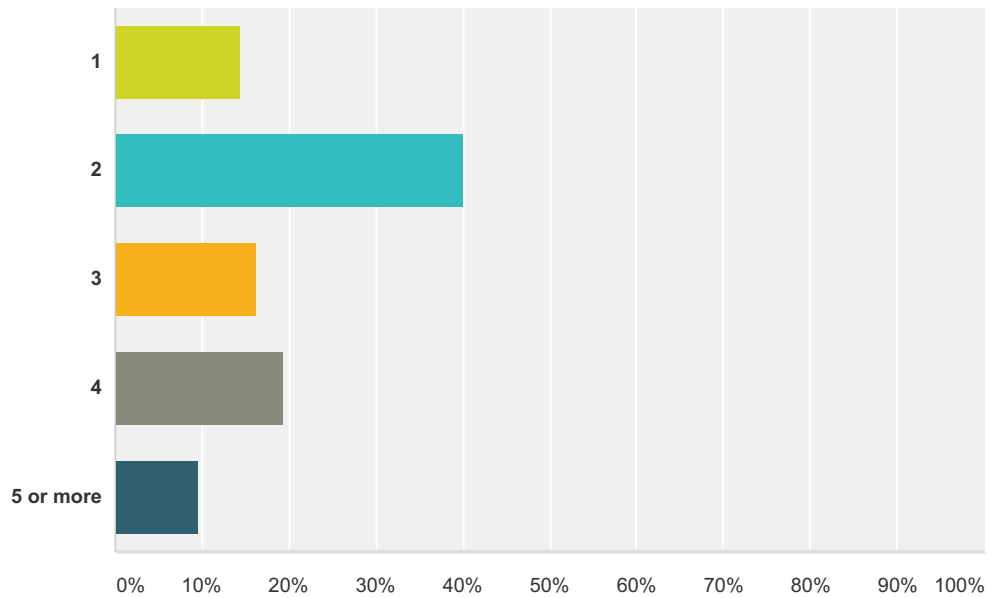
111	What about reviewing other routes that are fixed, but perhaps don't have frequent riders, and then considering other direct routes instead? For example, many buses that go from the South Sound to Seattle seem to zig-zag around the south-end. Perhaps there might be room for some direct routes, eliminating the zig-zag, and then reducing or eliminating the zig-zag routes, and then make the direct routes less frequent. This might be a way to increase riders for shorter trips and reduce routes that have longer trips with less riders.	4/25/2015 12:53 PM
112	Auburn needs more parking spaces at the transit center.	4/25/2015 12:44 PM
113	Need a bus monitor to enforce payment of fares and safety of passengers.	4/25/2015 12:26 PM
114	Get the money to pay for it from somewhere else besides the property owners. Especially the elderly, disabled and retired people who live on fixed incomes!	4/25/2015 12:07 PM
115	If I wanted to go to Sea Tac, I have a neighbor take me...but it would be nice to be able to use a computer to find someone to carpool if someone else is going at the same or nearly the same time.	4/25/2015 12:03 PM
116	LISTEN ABOUT MOVING BUS STOPS FOR PEDESTRIAN AND TRAFFIC SAFETY IN RESIDENTIAL AREAS	4/25/2015 12:03 PM
117	if branded differently then has good connection info and connections transfer between lines/brands. I don't want to have to juggle many tickets, costs, cards.	4/25/2015 12:02 PM
118	We need another parking garage at auburn station.	4/25/2015 11:17 AM
119	The only way I can get to the train station in Auburn is to drive a car. If there were bus routes going east and west through residential neighborhoods perhaps more folks would ride the train and fewer folks would have to drive and park at the transit centers.	4/25/2015 10:45 AM
120	There are train tracks running north to south on the East side. USE THEM! There are East to West tracks Maple Valley to Auburn - USE THEM	4/25/2015 10:42 AM
121	Add light rail up the Auburn-Kent valley from Puyallup to Renton/Burien.	4/25/2015 10:42 AM
122	I live in Lakeland North community in Auburn. If I want to take one bus to get to the available transit options to get downtown it can literally take hours.	4/25/2015 10:41 AM
123	Auburn Train Station from Tukwilla Train Station via Bus when the Sounder is canceled. It is not acceptable for the station attendant to say find your own way home. Also, it would be nice if the 181 GRCC route had a bus stop near the Auburn police station. Currently only the 181 to Federal Way park-and-ride has a Auburn police station bus stop.	4/25/2015 10:35 AM
124	Look at NYC as your model. There is no schedule for busses or trains there. You simply show up at a pickup point (be it a platform or a bus stop) and in roughly 10 or 20 minutes, a train or bus will appear. NYC transit runs regardless of headcount. It is a public service. By comparison, Metro in Washington operates like a small business, trying to cut expenses where possible by limiting transportation options. If you want to get anywhere in Washington by Metro, you simply take the time it would normally take you to drive and multiply that by 3 or 4. The only people who take Metro are those who need to. No one wants to use your system out of convenience because it's simply inconvenient at best, and dangerous (due to the clientele of the rider base) at worst.	4/25/2015 10:34 AM
125	Public transportation is such a great option for people I just wish it was easier and had more options. Its hard for some people because if you take it daily the cost can go up and that can be added stress. The downside to that is without funding how can you give us what we want. I also think it would be helpful to offer payment plans for bus passes. I know when I was broke and relying on public transit it would save me money to get a bus pass but I never had that much extra money at one time to buy it so I just had to shell out more money everyday to pay cause I never had more then \$30 extra at one time.	4/25/2015 10:30 AM
126	Eliminate the homeless and drug degenerates from using public transit and it might be more inviting.	4/25/2015 10:29 AM
127	I like a bench to sit on while I wait. ...especially where the 180 ends it's route in Auburn.lots of people shop at the Albertsons andisappeared there is no place to rest after you shopped and the driver won't let you get on the bus early.....	4/25/2015 10:24 AM
128	The train would be great, but it stops too far south in Seattle, then you have to catch a bus, which is stressful and awkward.	4/25/2015 10:10 AM
129	More connections between systems - ferry, Sounder, light rail, buses - all great options, but they don't interconnect in any meaningful way.	4/25/2015 10:07 AM
130	Transit needs to be clean, safe, reliable, and efficient.	4/25/2015 9:55 AM
131	More parking at the transit centers.	4/25/2015 9:39 AM

132	More parking availability at auburn transit station	4/25/2015 9:39 AM
133	New trains so less mechanical problems. Sounder train commutes too many people not to be up and running on a consistent bases.	4/25/2015 9:37 AM
134	Yes, I have been in China on multiple occasions; I have been in several cities 10 to 50 times the size of Seattle-Tacoma-Everett put together. I have seen over 50,000 people move on mass transit in minutes; I have rode buses, trains, taxis and have rode in cars in and out of traffic there without much problem. I suggest that METRO instead of redesigning the round wheel that already goes around in circles very well to try to THINK for a change and start adopting OTHER transit agencies successes into METRO. First ORDER of BUSINESS is to make service to ALL of Puget Sound by ONE AGENCY. This Sounder, METRO & Community are going to keep failing until BANKRUPT. This is the only way to serve the public with mass transit; not small insignificant agencies screwing each other for routes. Who all of you transit agencies are screwing is the PUBLIC.	4/25/2015 9:36 AM
135	There needs to be the option of taking an express bus from Auburn Transit Center to Seattle during heavy a.m. and p.m. commuting hours M-F. The only current express bus is from Federal Way during heavy/normal commuting hours. We need the option to take a bus; I guarantee you 100s of us would take an express bus instead of the train if we could. We are forced to take the Sounder from Auburn to Seattle. It's a monopoly.	4/25/2015 9:26 AM
136	Using the interurban trail to share with light rail from Seattle to Tacoma going down the Green River Valley.	4/25/2015 9:21 AM
137	Consider fleet mix with smaller, more efficient vehicles at off-peak times.	4/25/2015 9:17 AM
138	According to trip planner, to get from the safeway at four corners to my job at 6th and Industrial, it would take me 92 minutes vs the hour it take me via car.	4/24/2015 2:24 PM
139	I work in the construction industry. If you were able to get us in a vanpool that went to or job sites that would be great. I carpool as much as possible but last night for instance the carpool lane was as slow or slower through Bellevue. There isn't any reason to carpool if you don't get a benefit.	4/24/2015 12:21 PM
140	Show up at the scheduled time!	4/24/2015 8:00 AM
141	More reverse-commute Sounder trains!	4/24/2015 7:50 AM
142	More transit is needed along Kent-Kangley.	4/24/2015 7:09 AM
143	Frequency! I think more people would be willing to use public transit if they knew a bus would be there in 5 minutes. No one wants to wait 20+ minutes for a bus.	4/23/2015 7:07 PM
144	Have a bus that goes from Maple Valley to one or all three Sounder Train stations in a timely fashion to commute on any or all of the scheduled train routes, especially the routes going into Seattle.	4/23/2015 1:05 PM
145	Right now, extremely challenging to make the 6-8 mile commute from the SE 256th ST Corridor (Kentwood High School) to Green River College Main Campus. Multiple college students in our area would use this service is there was a stop convenient to 164/256th - 148th/256th.	4/22/2015 11:42 AM
146	Consider the spook and wheel system. You have transit centers. Why wouldnt you utilize a transit center to go to high commuter desinations like "Express REnton to Seattle" Express Renton to Bellevue or Everett or Lynnwood or ETC. The new red buses hardly have anyone on them. I think most of those routes are useless to a commuter. Metro needs to look at the needs of the commuters. We actually pay taxes, we actually pay our fares, we are supplemented to take the bus or have reduced fares generally. yet we are overlooked time and again by Metro.	4/22/2015 11:41 AM
147	Overall, Metro does a good job and the drivers do also. Please address the 143 issues before riders lose faith and stop utilizing. Thank you.	4/22/2015 10:19 AM
148	I would love to move closer to work in an area that has better schools (e.g. Maple Valley), but traffic is so bad that even express busses take too long (~1 hour each way just in bus time) that the commute is unreasonable. So we need to live close to a train stop.	4/22/2015 9:35 AM
149	Takes me from my home (or near it) going all the way to work without a transfer. It would have to be a consistent route.	4/22/2015 7:18 AM
150	Add DART or similar route on evenings & weekends traveling along both se 240th st & 132nd ave se in kent. 132nd ave se is very dark at night & not safe to walk at night, so direct access to transportation is ideal.	4/22/2015 6:15 AM
151	Send every person in the county a postcard with one question; What is the address you travel to mostly from home? Then build a database and map of the buses needed to service us all.	4/21/2015 11:26 PM

152	the buses I take seem to break down a lot (at least I assume that's why they don't show up). There are some lots near Rainier/Grady that used to be car dealerships but are now empty. Let's purchase those for additional Park n Rides.	4/21/2015 9:12 PM
153	An express 143 that gets from Maple Valley to Seattle faster	4/21/2015 7:37 PM
154	Make the train come to maple valley extend the bellevue train to maple valley!	4/21/2015 6:07 PM
155	Bus is almost always overcapacity. Need to not use the smaller buses on route 143.	4/21/2015 5:49 PM
156	Routes traveling back roads to get commuters to major shopping districts in both Covington and maple valley, and make access available late at night and on weekends with service running every half hour.	4/21/2015 4:53 PM
157	Forcing us to ride the train is not the answer. It is too expensive, and inconvenient. One bus to seattle vs. one bus to train plus a second bus to reach same final destination. and pay more for the privelage of standing both ways.	4/21/2015 4:36 PM

Q18 How many people, including yourself, live in your household?

Answered: 508 Skipped: 160

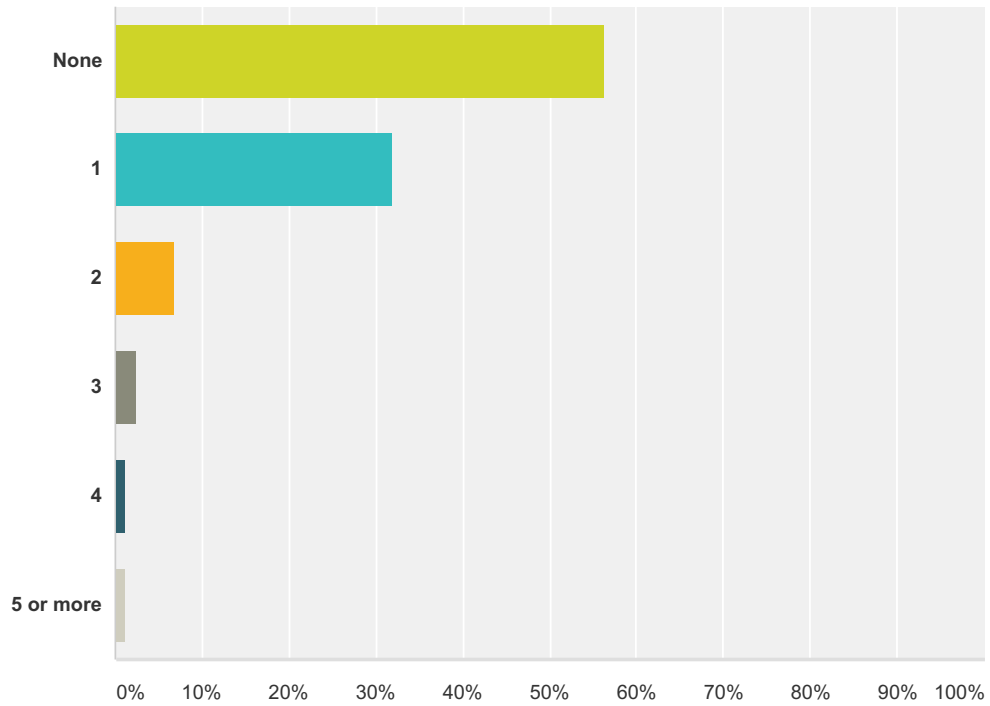


Answer Choices	Responses
1	14.37% 73
2	40.16% 204
3	16.34% 83
4	19.49% 99
5 or more	9.65% 49
Total	508

Q19 How many people in your household, including yourself, ride the bus at least once per week?

King County Metro Transit

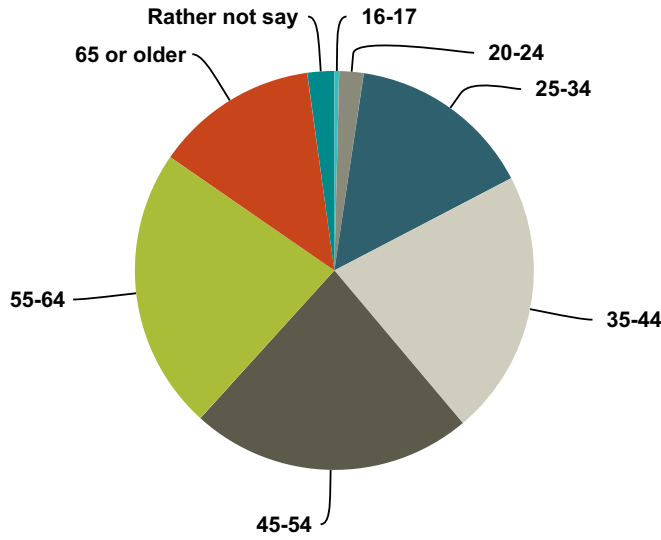
Answered: 508 Skipped: 160



Answer Choices	Responses	
None	56.30%	286
1	31.89%	162
2	6.89%	35
3	2.56%	13
4	1.18%	6
5 or more	1.18%	6
Total		508

Q20 What is your age?

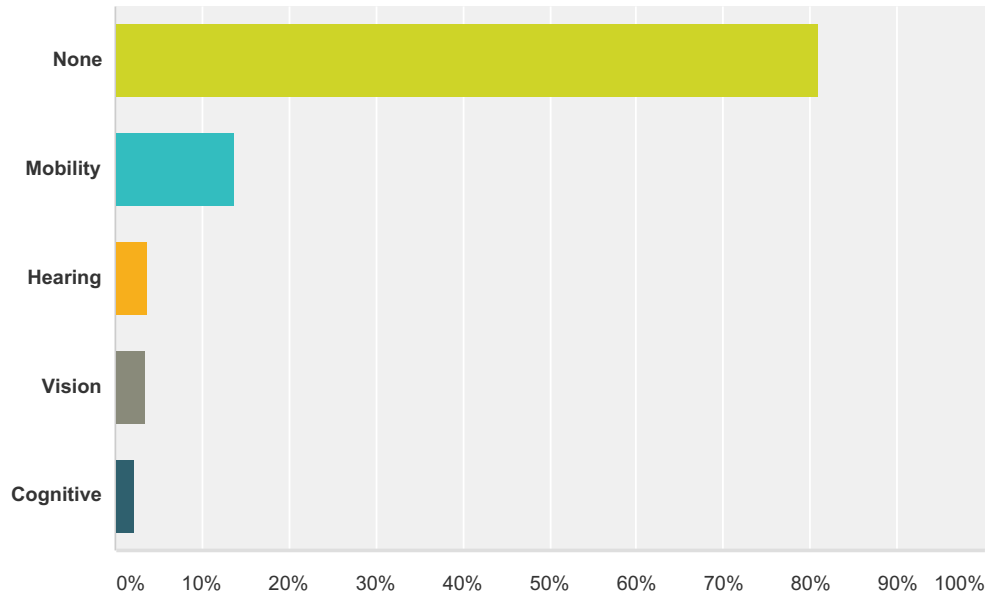
Answered: 507 Skipped: 161



Answer Choices	Responses	
15 or younger	0.00%	0
16-17	0.39%	2
18-19	0.00%	0
20-24	1.97%	10
25-34	14.99%	76
35-44	21.50%	109
45-54	22.88%	116
55-64	22.88%	116
65 or older	13.21%	67
Rather not say	2.17%	11
Total		507

Q21 If you have a disability, please indicate what kind. (check all that apply)

Answered: 343 Skipped: 325



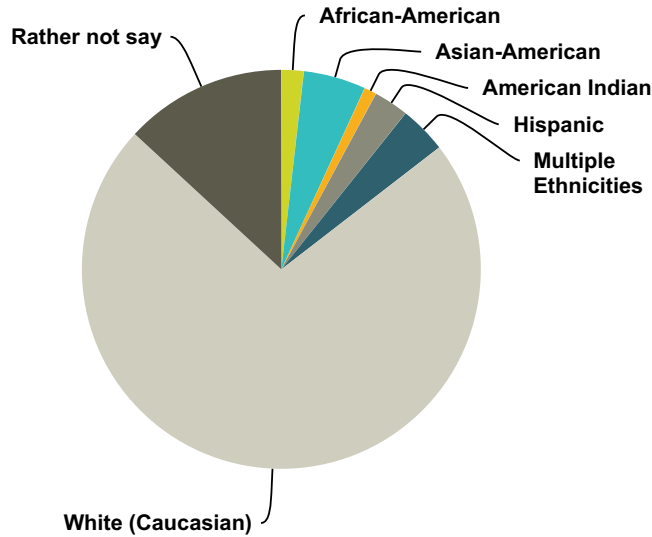
Answer Choices	Responses	
None	81.05%	278
Mobility	13.70%	47
Hearing	3.79%	13
Vision	3.50%	12
Cognitive	2.33%	8
Total Respondents: 343		

#	Other (please specify)	Date
1	Am uncomfortable being very close to people. Need a safe distance.	5/4/2015 11:52 AM
2	Family member that has disabilitys	5/4/2015 7:32 AM
3	Mental health-temporary disability	5/2/2015 8:48 PM
4	Air tank for COPD	5/1/2015 5:50 PM
5	Damaged back from military and industrial events in the past.	4/29/2015 10:12 AM
6	hurts to walk sometimes	4/28/2015 1:13 PM
7	Seizure and weakness. Restricted from driving due to seizure.	4/27/2015 8:56 AM
8	100 % Service Connected disabled Vietnam Veteran	4/26/2015 5:05 PM
9	A family member (lives nearby, alone) is in his mid-80s and has lost most of his common sense and judgment, and needs to qualify for a senior bus to get from Auburn to his primary care physician in Federal Way and his cardiologist at Valley Medical Center in Renton. We have tried to use physicians in Auburn with the outcome of outright negligence of his conditions and extremely poor care. Changing physicians and getting the right medicines, right procedures have taken him from "you have 6 months to live" (told to us by an Auburn physician 2 years ago) to stable and in better health than he was in 4 years ago. He drives to his medical appointments - having gotten in accidents a few times - because he does not qualify for Access.	4/26/2015 8:04 AM
10	Daughter has both cognitive and mobility disabilities	4/26/2015 7:29 AM
11	I have a Washington State disability parking pass based on my inability to be able to walk long distance.	4/25/2015 10:19 PM

12	My husband can only see in one eye	4/25/2015 2:28 PM
13	Just getting old	4/25/2015 10:25 AM
14	Unable to drive	4/21/2015 4:37 PM

Q22 Do you consider yourself...

Answered: 495 Skipped: 173



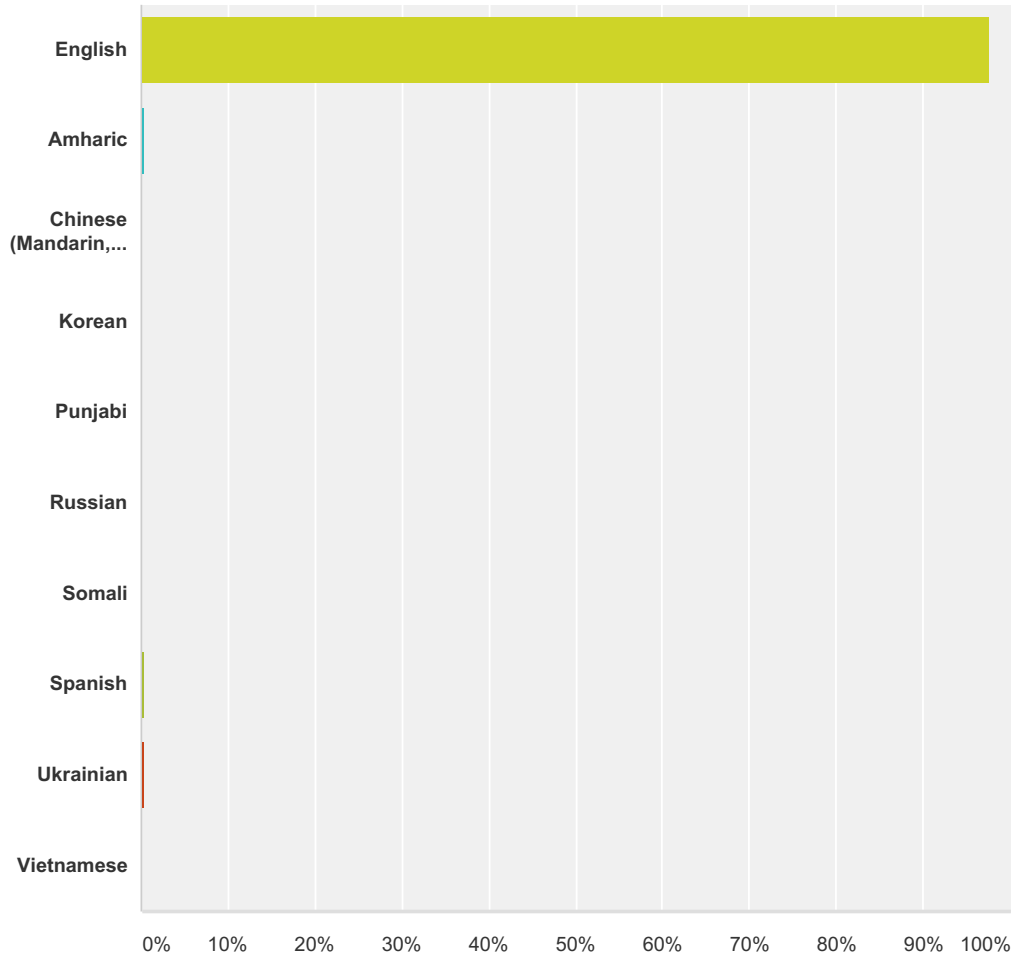
Answer Choices	Responses
African-American	1.82% 9
Asian-American	5.05% 25
American Indian	1.01% 5
Hispanic	2.83% 14
Multiple Ethnicities	3.84% 19
White (Caucasian)	72.32% 358
Rather not say	13.13% 65
Total	495

#	Other (please specify)	Date
1	European American	5/5/2015 8:25 AM
2	European-American	5/3/2015 6:04 PM
3	What a racist question. Who cares what race we are.	5/3/2015 5:17 PM
4	An honest hard working tax paying legal citizen of the USA who supports the constitution and is a true Patriot.	5/2/2015 1:01 AM
5	American	5/1/2015 7:57 PM
6	An American like all citizens of the US; a - seperates people, communities and countries	5/1/2015 7:45 PM
7	Human race	4/25/2015 7:04 PM

8	What difference does it make? Are you going to design more service for whites? Or for Blacks?	4/25/2015 4:54 PM
9	Middle Income Tax Payer that doesn't utilize any of these "free" or discounted services	4/25/2015 10:30 AM
10	I am a dying breed...I was born here in America 62 years ago and have less rights than the sick useless beggar that just came here illegally.	4/25/2015 9:39 AM
11	not needed	4/21/2015 11:27 PM

Q23 What is the primary language you speak at home?

Answered: 500 Skipped: 168



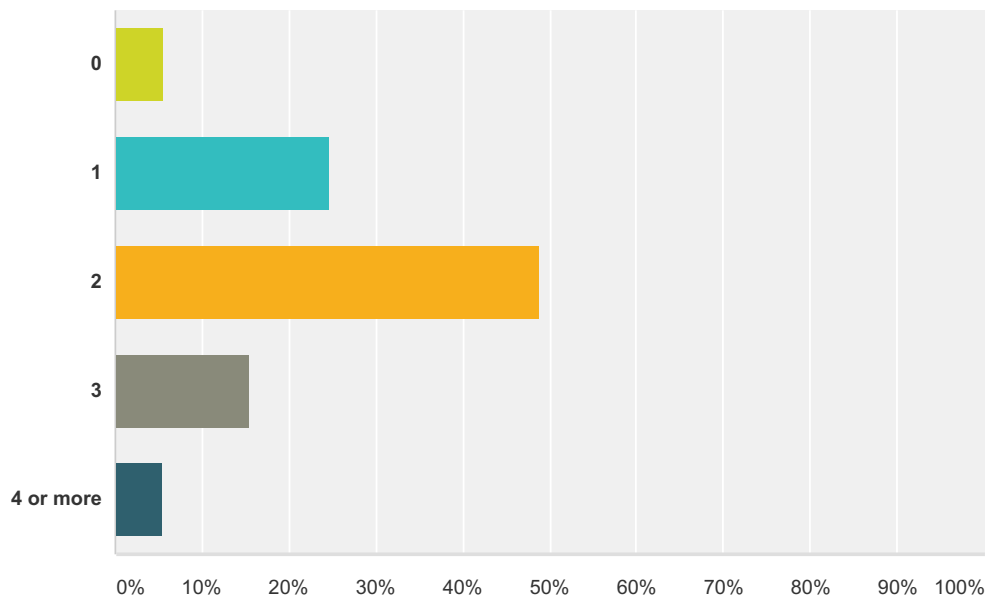
Answer Choices	Responses
English	97.80% 489
Amharic	0.40% 2
Chinese (Mandarin, Cantonese, etc.)	0.20% 1
Korean	0.00% 0
Punjabi	0.20% 1
Russian	0.20% 1

Somali	0.20%	1
Spanish	0.40%	2
Ukrainian	0.40%	2
Vietnamese	0.20%	1
Total		500

#	Other (please specify)	Date
1	Everyone should learn and speak English if they live in the US.	5/3/2015 5:17 PM
2	Siamese and Tabby	4/27/2015 7:16 AM
3	Japanese	4/25/2015 8:01 PM
4	Japanese	4/25/2015 7:04 PM
5	I'm american	4/25/2015 10:30 AM
6	Mardarin	4/25/2015 9:39 AM

Q24 How many cars or trucks, in working condition, do you have available for personal use?

Answered: 498 Skipped: 170

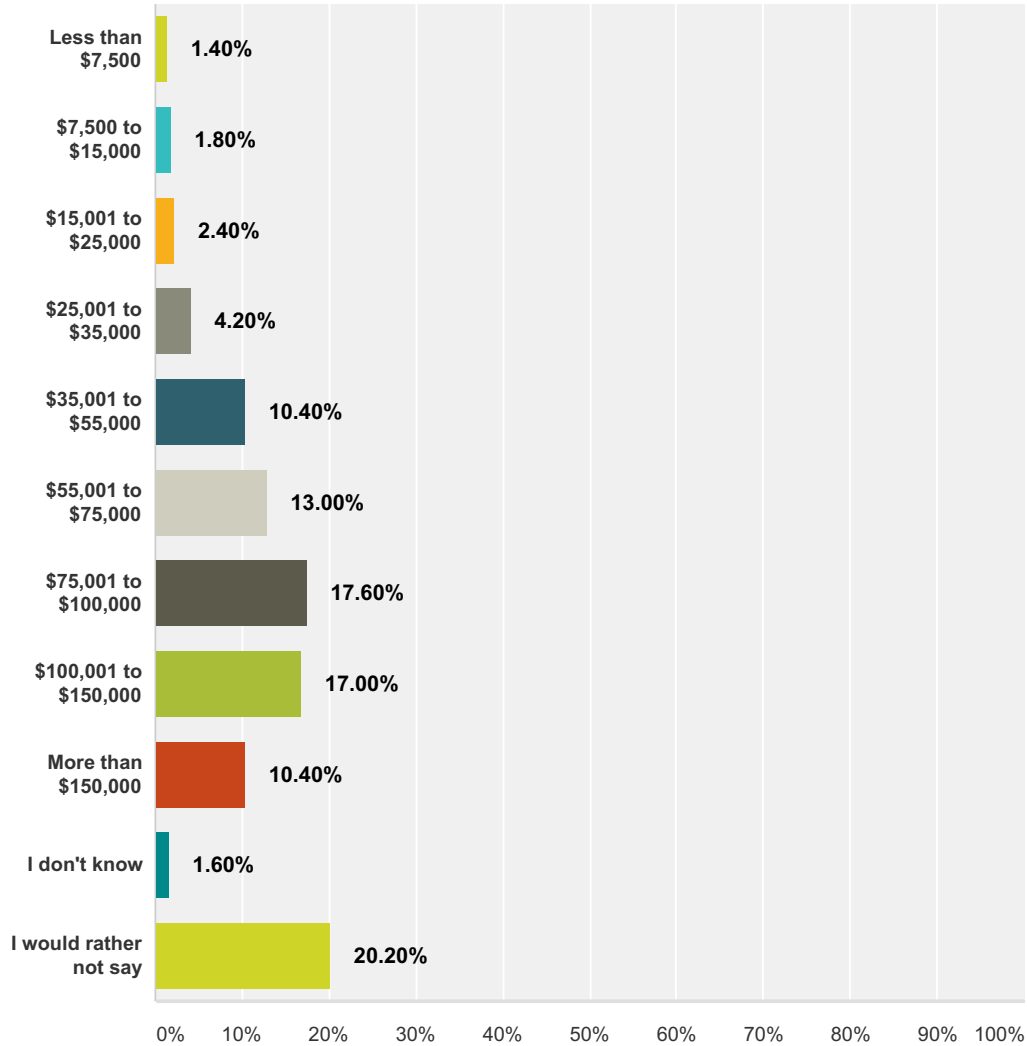


Answer Choices	Responses
0	5.62% 28
1	24.70% 123
2	48.80% 243
3	15.46% 77

4 or more	5.42%	27
Total		498

Q25 What is your annual household income?

Answered: 500 Skipped: 168

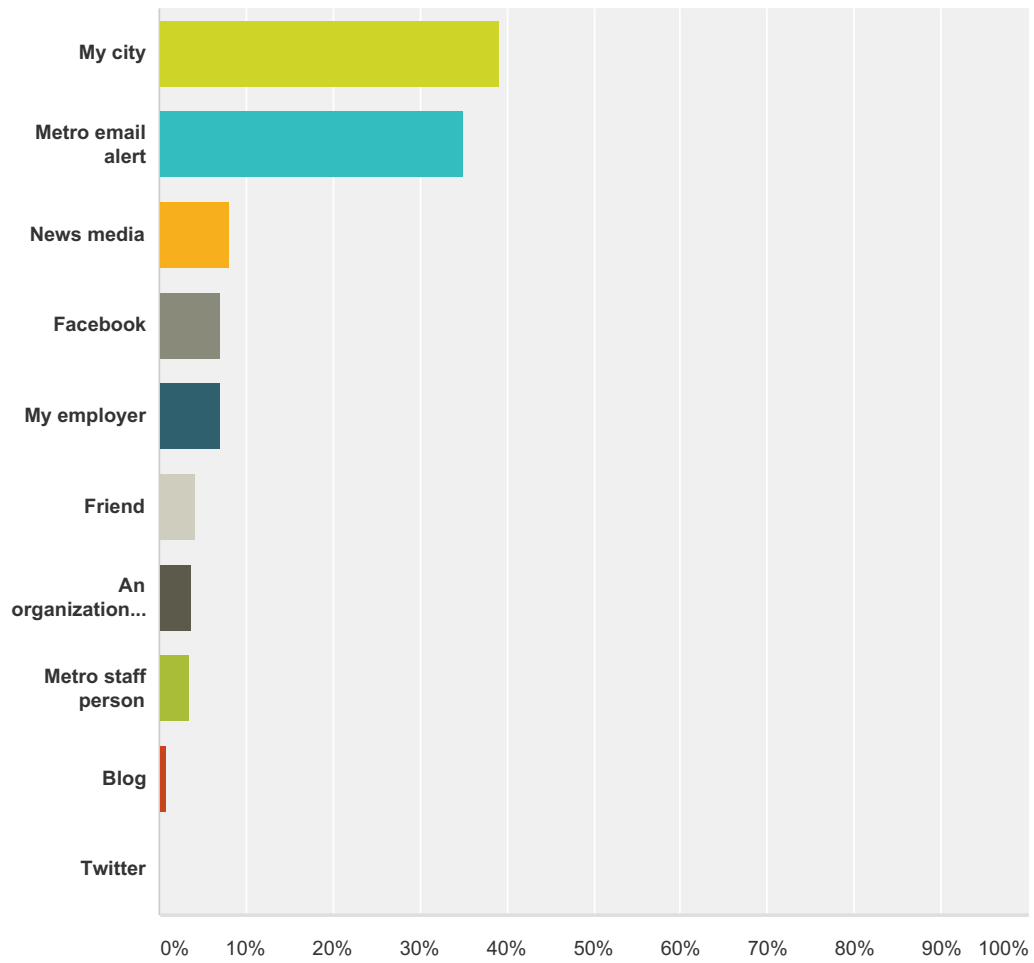


Answer Choices	Responses
Less than \$7,500	1.40% 7
\$7,500 to \$15,000	1.80% 9
\$15,001 to \$25,000	2.40% 12
\$25,001 to \$35,000	4.20% 21
\$35,001 to \$55,000	10.40% 52
\$55,001 to \$75,000	13.00% 65

\$75,001 to \$100,000	17.60%	88
\$100,001 to \$150,000	17.00%	85
More than \$150,000	10.40%	52
I don't know	1.60%	8
I would rather not say	20.20%	101
Total		500

Q26 How did you hear about Metro's alternative service delivery project?

Answered: 403 Skipped: 265



Answer Choices	Responses
My city	39.21% 158
Metro email alert	34.99% 141
News media	8.19% 33
Facebook	7.20% 29

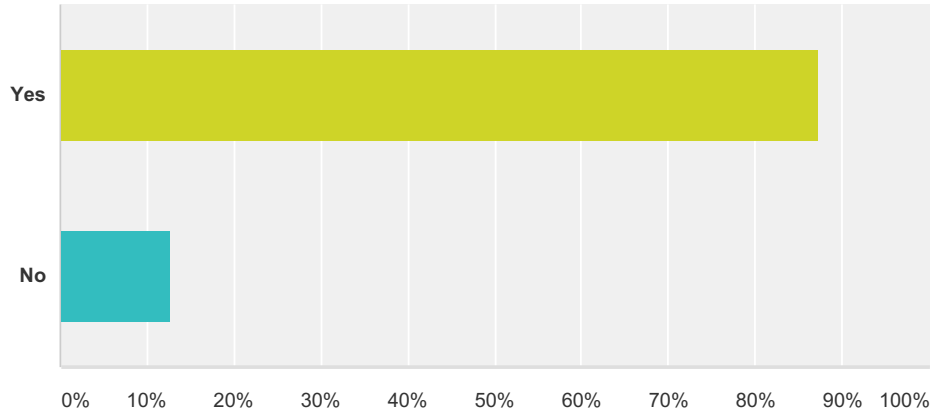
My employer	7.20%	29
Friend	4.22%	17
An organization I'm involved with	3.72%	15
Metro staff person	3.47%	14
Blog	0.74%	3
Twitter	0.25%	1
Total Respondents: 403		

#	Other (please specify)	Date
1	poster on the bus	5/5/2015 11:55 PM
2	Family member	5/5/2015 9:07 PM
3	I drive by the Auburn and Federal Way stations often.	5/5/2015 4:38 PM
4	From King County staff personnel in communication with Greater Maple Valley Unincorporated Area Council	5/5/2015 11:38 AM
5	Family forwarded	5/5/2015 7:51 AM
6	I didn't	5/5/2015 4:49 AM
7	Flier on Post Office window.	5/4/2015 9:54 PM
8	This is the first I've heard of Metro's alternative service delivery project.	5/4/2015 12:11 PM
9	Not sure.	5/4/2015 10:50 AM
10	email	5/3/2015 5:18 PM
11	Auburn, Wa	5/3/2015 1:27 PM
12	Email for the City of Auburn	5/3/2015 12:50 AM
13	E-mail from City of Auburn	5/2/2015 11:04 PM
14	I didn't my wife sent me the email.	5/2/2015 3:36 PM
15	email	5/2/2015 6:19 AM
16	Did not know	5/1/2015 7:50 PM
17	Email from the City of Auburn	5/1/2015 7:44 PM
18	Auburn City	5/1/2015 7:32 PM
19	with this survey	5/1/2015 5:55 PM
20	Email from City of Auburn	5/1/2015 5:40 PM
21	email	5/1/2015 4:47 PM
22	I received an email	4/30/2015 12:21 AM
23	A Metro Representative visited our location (Greater Maple Valley Community Center)	4/29/2015 2:32 PM
24	E-mail notice	4/29/2015 10:13 AM
25	Email from the city of Auburn	4/28/2015 6:17 PM
26	i haven't heard anything about it other than this survey	4/28/2015 1:14 PM
27	Through this survey - and I still don't know what you mean by an "alternative service delivery project."	4/28/2015 8:48 AM
28	Interviewed by Metro staffer at Enumclaw Senior center	4/27/2015 8:36 PM

29	don't know	4/27/2015 1:00 PM
30	I really do not remember, but probably I was told about it when riding Access.	4/27/2015 8:58 AM
31	haven't heard of it	4/27/2015 8:20 AM
32	e-mail	4/27/2015 6:50 AM
33	This survey	4/26/2015 11:24 PM
34	Email	4/26/2015 9:57 PM
35	Did not know about this	4/26/2015 9:55 PM
36	I haven't heard of it.	4/26/2015 8:08 PM
37	I was interviewed by a Metro staffer while waiting for the bus.	4/26/2015 2:04 PM
38	email from City of Auburn	4/26/2015 8:19 AM
39	Emailed	4/26/2015 8:08 AM
40	Not familiar.	4/26/2015 3:19 AM
41	I really respect the bus service that is provided and the Sounder train is a huge success. I was very disappointed when no leadership in the county took up the action to convert the dinner train into a commuter train at least on a trial basis. The track and the right of way was already there.	4/25/2015 10:26 PM
42	Auburn Chamber of Commerce	4/25/2015 6:51 PM
43	I receive an email	4/25/2015 4:34 PM
44	I was sent an email and I am just learning about it now.	4/25/2015 3:30 PM
45	e-mail from hubby	4/25/2015 12:57 PM
46	Email.	4/25/2015 12:10 PM
47	City of Auburn sent this survey in an email.	4/25/2015 12:00 PM
48	Auburn Mayor Nancy Backus	4/25/2015 10:46 AM
49	WHAT?	4/25/2015 10:25 AM
50	I'm sorry, I still don't know what metro's alternative service delivery project means. I got an email about this survey, so I'm filling it out. I assume you are referring to vanpools, etc.	4/25/2015 10:13 AM
51	email	4/25/2015 10:12 AM
52	This survey	4/25/2015 10:04 AM
53	Maple Valley Reporter	4/23/2015 8:19 AM
54	This survey	4/22/2015 12:13 PM
55	Website	4/21/2015 5:55 PM

Q27 Do you feel you were notified in time to provide meaningful feedback in Metro's decision-making process?

Answered: 461 Skipped: 207



Answer Choices	Responses	
Yes	87.20%	402
No	12.80%	59
Total		461

Q28 Please share any additional feedback you have about our outreach.

Answered: 71 Skipped: 597

#	Responses	Date
1	More parking at the Auburn Park & Ride train station would be great. Thanks!	5/5/2015 5:15 PM
2	Great job just keep growing!!	5/5/2015 12:21 PM
3	N/A	5/5/2015 11:38 AM
4	I used to ride the 143 five days a week without even starting my car during the week. Now, I drive 25 minutes to Issaquah TC at least 2-4x/wk because the 143 schedule is so limited.	5/5/2015 7:51 AM
5	Excellent work! Thank you for caring to collect this information. I believe it will help you provide better service.	5/4/2015 10:45 PM
6	The south sound has very limited transportation. I do not want to have to go to Kent to catch a direct route. Kent Station is very unsafe. It takes me as long to get there as it take for me to travel Maple Valley Highway and be at I-405. We need more direct lines, like Maple Valley-Renton (not all back roads) and Maple Valley to Bellevue, Seattle, etc.	5/4/2015 6:48 PM
7	Please LISTEN to people who need help. All too often it feels as if no one is listening or maybe didn't care. Please show that you do care about those who need help by making changes to help them. The belief of these people is that Metro is only offering Access transportation because of the law and would not do it otherwise so only will do what the law requires and nothing more. Please show that they are wrong and that you do care about these people.	5/4/2015 11:57 AM
8	I'm not familiar with your outreach program; however, I recommend a showcase event in my neighborhood where riders may share their opinions and needs accordingly. Anecdotaly, most community members have limited access to the Internet and web capable smart mobile phones. Also, surveys could be conducted at the bus stations to query riders on their experiences; bilingual (Spanish) speaking surveyors would be necessary.	5/4/2015 9:02 AM
9	The City of Auburn needs to put together a good ride share program, like the one that is use at the City of Bellevue. Here at Auburn the Orca program is very limited at best.	5/4/2015 7:36 AM
10	I have answered numerous surveys but I feel the only reason you do surveys is to see what people want so the next time you want money,you tell we cannot have these things. I feel the drivers are over paid and you really care nothing about the people that ride public transportation. It is a big money grab for you.	5/3/2015 6:37 PM

11	I ride SoundTransit and am on their survey requests (I always respond). You should get their email lists so that we are targeted for Metro surveys as well.	5/3/2015 6:32 PM
12	I'm not interested in Metro	5/3/2015 9:32 AM
13	Remove the advertisements for Metro and Sound Transit from TV, print, radio. These commercials are a cost to the systems and cannot directly be shown to provide increased ridership. The number and size of vehicles must be closely matched to the population density of the served routes. Metro and Sound transit should be merged to eliminate duplicity in administration.	5/3/2015 8:51 AM
14	wonderful that you are doing this. Parking at kent station, federal way TC, Auburn station is a real challenge if arrive there after about 7:15 am.	5/2/2015 7:39 PM
15	I did not get this notification, however I should have got it earlier because I do receive Metro emails, this one I did not get, or know about.	5/2/2015 3:36 PM
16	We sometimes use the Light Rail from Tukwila to go into Seattle and are anxious for it to reach farther south in King County. We like the flexibility of the schedule and ease of the parking lot. We frequently use it to go to sporting events.	5/2/2015 2:37 PM
17	We need more assistance in commuting to the waterfront area. The train doesn't stop anywhere near the water front. To take a bus from the train, it adds on at least 30 minutes to the commute. If you have to drive to park, catch the train, and take a bus, it is a ridiculously long commute. If the train stopped on our waterfront, it might help clear up some of the congestion from the viaduct project. There really is no good way to travel south at the 5:00 time frame. Most of our employees who live in the south end would love to take the train in but instead, they are having to leave their homes by 5:30 a.m. to insure they arrive to work on time and then leave the office after 6:00 p.m. to avoid sitting in traffic. Having a stop at Pier 70 for example would be such a benefit to those people working along the waterfront.	5/2/2015 1:05 PM
18	I appreciate the forum to have my voice considered and heard. Over the years I have contacted Metro about the inefficiencies I see everyday and no one has ever responded or even acknowledged my observations and suggestions. My ideas have always been centered on cutting waste and competent use of public funds. Perhaps that is why this response will probably also be discounted as it may not fuel metros agenda.	5/2/2015 1:18 AM
19	If the money was spent on mass transit instead of building new roads, expanding roads, and bertha is a disgrace, a political lie and a ripe off to the people of the Puget sound that pay the taxes. If this money would be used to aggressively expand the mass transit and just maintain the roads we have (No new roads, or expansion) our mass transit system would be something people wanted to use not laugh at.	5/1/2015 7:50 PM
20	There have been times (especially with the RRFp card) that transit has worked amazingly well for me to get me from Auburn to Seattle to keep my life from totally unraveling - this was a blessing. However most of the time its too cumbersome and exhausting to use transit, and if I can't afford the gas, then I just stay home.	5/1/2015 7:44 PM
21	The mayor of Auburn is too involved in too many outside activities and does not apprise her constituents in a timely manner.	5/1/2015 7:20 PM
22	I wouldn't put too much weight on my situation as most of my daily travel is irregular. For shopping, errands, recreation, I have to drive so far to park and rides or to get to buses (half to all of the distance to where I'm going), that I might as well drive. Also, if you are shopping carrying bags is very tiring and awkward with most public transportation. We also take our grand kids to Mariner games and to museums and theaters in Seattle. They live in Carnation and we are in Auburn, so public transportation is not likely to be a reasonable option (have considered buses from the Bellevue park and ride, but nothing goes close to Safeco from there). We do take the Link light rail into Seattle sometimes, but the Tukwila parking lot is often full and we end up driving anyway, so more free parking would be appreciated for the Link light rail. It seems that the need for parking was underestimated for the light rail or purposely reduced to force other modes to get to it. Bad planning as I'm sure usage would be a lot higher with more parking.	5/1/2015 6:11 PM
23	Im excited to here that you guys are working on your bus system because it really sucks right now	5/1/2015 6:11 PM
24	I live in Auburn. But I work in Bothell.	5/1/2015 6:00 PM
25	In my 20 plus years of riding the bus, I've given plenty of feedback, but I'm not sure it's ever had any effect.	5/1/2015 5:06 PM
26	Make it self supporting, quit subsidizing empty buses	5/1/2015 5:04 PM

27	We need more parking at Auburn transit station!!!!	5/1/2015 5:04 PM
28	Would be nice to have a train system from Olympia to Bellingham down the I5 corridor.	5/1/2015 1:10 PM
29	Thanks for any help you can provide.	4/29/2015 10:13 AM
30	Thank you so much for reaching out for feedback.	4/28/2015 8:25 PM
31	Thanks so much for asking!!!!	4/28/2015 7:31 PM
32	Keep improvements coming!!!	4/28/2015 4:57 PM
33	You have outreach? News to me. And yes, I'm signed up for transit alert emails, which so far don't provide timely or useful information.	4/28/2015 8:48 AM
34	Bus rides are basically too long to get anywhere in a timely fashion. Make more routes and make them go more areas. Work better with Pierce County transit	4/28/2015 8:06 AM
35	i feel that by the casino the bus shouldnt stop where it blocks traffic so close to riverwalk and auburn way. As a bus driver myself when pulling up riverwalk already watching pedestreians and the light. THe bus should pull up further at the old bank and let people on and off. Same aas the next bus stop the blocks at the next light	4/28/2015 7:32 AM
36	Please keep engaging us, the community.	4/27/2015 8:33 PM
37	I seriously doubt my comments will have any impact at all, but you asked....	4/27/2015 2:47 PM
38	Please consider escalating the completion of link light rail to Federal Way.	4/27/2015 1:42 PM
39	charge NOMINAL FEE at park n rides, 25 cents a car	4/27/2015 1:00 PM
40	I feel like I need more information about the alternative service to make a decision about it.	4/27/2015 10:49 AM
41	Metro feels separate from those needing services. Having gone or having sent people to Metro meetings for more than a decade I know the only people who rode transit were staff living Seattle or Bellevue.	4/26/2015 7:35 PM
42	Please work with grassroots not-for-profits to reach target communities to gain culturally competent input.	4/26/2015 10:05 AM
43	We moved here 5 years ago and now we are ready to leave the area because of the transportation conditions. I hope this problem gets improved soon so people can actually get out and enjoy the beautiful state. Good luck!	4/26/2015 10:00 AM
44	I will be commuting to Seattle in June 2016. Although the sounders train is available, I have concerns about parking at the train station (lack of) and the hours the train runs. With the Weyerhaeuser HQ's move this impacts me and many other WY employees. Added number of people parking and catching the train.	4/26/2015 8:43 AM
45	You need to make Access (and Pierce Transit Shuttle, for your counterparts in Pierce County) more available to people who need it, especially the elderly. I think that programs like the Hyde Shuttle are great, but the limitations that are imposed, like the requirement to stay just within one's resident city, are too restrictive. Good doctors are difficult to find. Good medical specialists are even more difficult to find. Teaching an elderly person to use mass transit, particularly King County's slow, poorly connected bus system is difficult, if not impossible. Also, coordination between Access & Shuttle is ridiculous. The particular elderly person that I speak on behalf of lives 2 blocks south of the Pierce-King County line in Auburn, in an area served by Access but not by Shuttle. (We see Access buses in our neighborhood constantly.) It took us 3 MONTHS to get a final decision that he did not qualify, partially because of the sheer incompetence of the employees of both King & Pierce County and their constant deferral to each other and games of phone tag. This should not be that difficult. Our solution, since we don't have money to pay for taxi cabs for weekly medical appointments, and because we cannot afford to lose an income and are unable to take off work this often, is to allow this family member to continue to drive himself in spite of a bad and worsening driving record. Regarding service for myself and my spouse, we commute to job sites in Tacoma. Given that Pierce Transit has completely gutted its service, it would be nice if Metro could provide service to job sites in Tacoma from residential areas of King County in the same way that Community Transit provides transit service from residential areas of Snohomish County to employment areas of Seattle like Downtown & the University District. I pay a lot in property taxes, and it would be nice if I could get the same service that residents of Seattle, Renton, and Bellevue get.	4/26/2015 8:19 AM
46	Would be better served if they just stayed of the roads and highways altogether, need to keep off main travel lanes during daytime, they need to stop blocking road, cutting real drivers off all the time, keep out of travel lanes at all times!	4/26/2015 7:39 AM
47	I am sure you folks are doing the best you can. I am just a believer in rail as much as possible and history seem to be against it in Seattle. We had an Interurban line in until 1929 and Seattle had street cars until 1941 or thereabouts. Looks like we gave up a good thing.	4/25/2015 10:26 PM

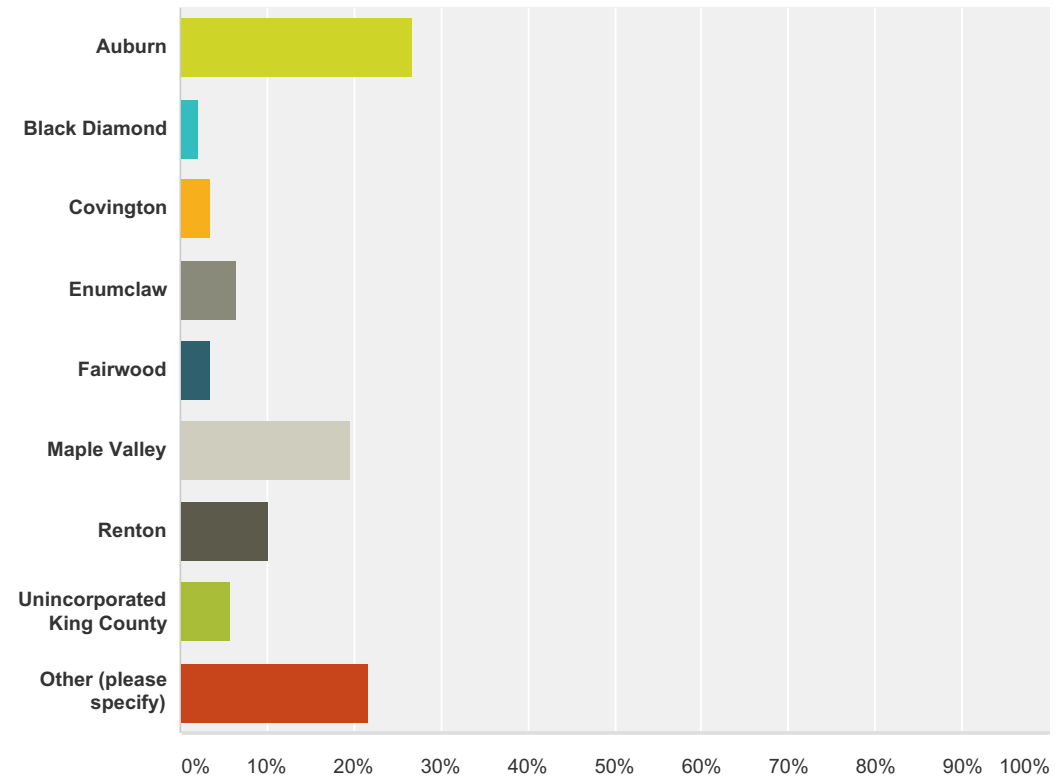
48	I hope so. We need addition parking at Auburn transit station, or we need to find alternate parking locations with bus service to transit station that are matched to Sounder Train, or other bus service (including express bus service).	4/25/2015 8:08 PM
49	if they didn't listen in the community meeting what difference will this make, you will force everyone to pay for it, regardless of they say.	4/25/2015 7:54 PM
50	No	4/25/2015 6:10 PM
51	I use buses and trains and monorails when I am on vacation out of state. I do not find using public transportation when I'm home convenient.	4/25/2015 4:59 PM
52	Having drivers in communities outside Seattle subsidize the many better off transit users in Seattle is not fair. Charge higher rates instead of taxing drivers without access to the same rates. Offer subsidies to low income riders of necessary.	4/25/2015 4:59 PM
53	Like the elephant in the living room, light rail is basically a service to nowhere!	4/25/2015 4:56 PM
54	Lack of parking is a significant barrier to using light rail or Sounder train	4/25/2015 2:34 PM
55	My husband often feels people in South King county are not as much a priority as those who live on the Eastside.	4/25/2015 2:30 PM
56	No more taxes on the people who are property owners in this area! We are fed up with high taxes, and no change in service. How about more police service to deter the gangs roaming all over the place in Auburn, and especially Lea Hill, we hear gun shots repeatedly at night at all hours! Our homes are broken into due to drug and gang lawlessness. Forget transportation and protect the citizens of this city and in particular the middle class home owners who pay for everything you dream up.	4/25/2015 12:12 PM
57	I appreciate the efforts that Metro is taking to get the right kind of feedback from the users of the service. I may consider riding the bus more if it is more convenient than driving my own car. That means, if it has a regular schedule that meets once a week and come back within a few hours. for example, if I wanted to go to Snoqualmie, I can take the express bus and come back within a few hours. I asked about a bus service for Muckleshoot but they don't have anything like that plan. Many communities have a regular Tuesday bus that goes to one destination...Everyone knows the schedule and it is a reasonable price. Maybe Monday would be Seattle Pike's Market...Tuesday Muckleshoot...Wednesday....someone other place. Seattle Science Center. Make a reservation and it will show up for those activities...Maybe a Tacoma activity on another day. Anyway, just some of my thoughts. Call it the Summer Activity Bus...parents would appreciate it too.	4/25/2015 12:10 PM
58	MOVE BUS STOPS FOE SAFETY	4/25/2015 12:05 PM
59	I don't have a car because I can't drive with my disability. I am dependent on my parents or Metro to do my chores. I want to be independent and use the bus by myself but the bus routes aren't always convenient for me so my parents drive me.	4/25/2015 12:00 PM
60	I think its good to find out what your riders want so you can cater to your clientele. I think its also a good idea to talk to people that don't use public transportation to find out why and see if its something that can be fixed or if maybe they have misconceptions about public transportation.	4/25/2015 10:51 AM
61	I SERIOUSLY doubt that .metro really is really considering any improvements to services since there has been so many cuts to service in the last 5 years including cuts to service IN Auburn/ Enumclaw /Maple Valley	4/25/2015 10:50 AM
62	The concept of spoke and hub works well, but I don't see the infrastructure with Sounder and Light Rail ready yet. Sounder is to limited on its schedule and lots of cancelations; Light Rail is incomplete, being studied, EIS needed for 10 years, lack of parking facilities --- once major hubs are connected then the feeder lines should work.	4/25/2015 10:49 AM
63	Holistically I very much like the current metro bus and sounder rail systems. Improvements to the sounder rail reliability as well as an alternate system in place for Tukwilla when the sounder cancels, to allow transportation to Auburn via bus, are very important things to me.	4/25/2015 10:39 AM
64	I don't commute (I work at home) but I used to commute via vanpool. I strongly support public transportation of all kinds, especially for the poor, disabled, and elderly, who don't have other options. Please keep up the good work and continue to make many options available to people.	4/25/2015 10:13 AM
65	Parking, Parking, Parking. Establish new parking options with a fee to ensure enforcement and maintenance. Include spaces for electric vehicles and include appropriate signage to educate the public about transit options.	4/25/2015 9:20 AM
66	Needs more signage - I was handed a flyer at a transit center. Everyone in front of me refused to take one, as they thought it was a panhandler.	4/23/2015 7:08 PM

67	I honestly dont believe Metro pays attention to the "typical middle class commuter". I dont honestly believe my taking the time to do this survey will lead to anything but I had to try.	4/22/2015 11:43 AM
68	It would be nice to know what is being considered for changing in SE King County. This survey is great, but I would like to know what is being planned.	4/22/2015 8:43 AM
69	Thank you.	4/22/2015 6:17 AM
70	Need better connections to lite rail. Since there is limited parking there need better ways to get there. Adjust and extend times to Maple Valley from Seattle. Add Wi-Fi to this route! It's a long trip, make it more convenient for the riders. The short routes in Seattle have it, when the long commuters need it more.	4/21/2015 5:55 PM
71	Beyond the RTA zone, shorten the route 143 by shuttling riders in from Enumclaw, Maple Valley and Black Diamond. You are really short changing the riders who have been paying RTA tax all along but are currently getting bad, unreliable route 143 service.	4/21/2015 5:04 PM

Appendix I: Survey Responses (Phase 2)

Q1 What community do you live in?

Answered: 138 Skipped: 0



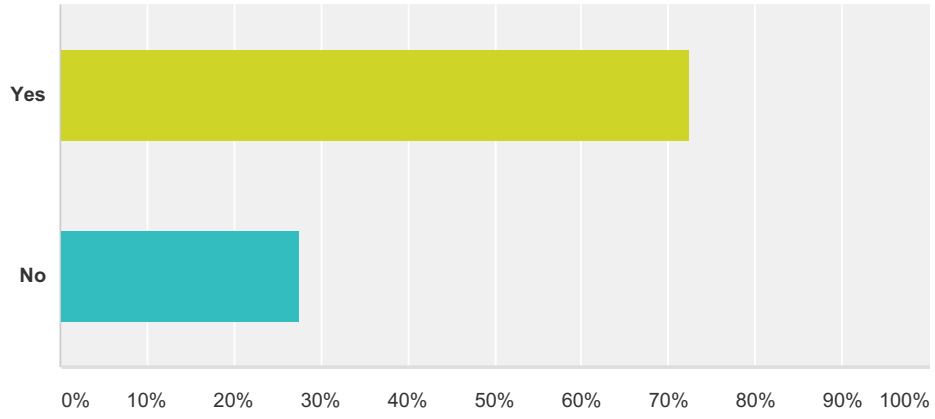
Answer Choices	Responses
Auburn	26.81% 37
Black Diamond	2.17% 3
Covington	3.62% 5
Enumclaw	6.52% 9
Fairwood	3.62% 5
Maple Valley	19.57% 27
Renton	10.14% 14
Unincorporated King County	5.80% 8
Other (please specify)	21.74% 30
Total	138

#	Other (please specify)	Date
1	White Center	6/9/2015 3:49 PM
2	seattle	6/3/2015 7:54 AM
3	Kent	6/1/2015 7:48 PM

4	king county	5/29/2015 8:44 PM
5	Puyallup	5/28/2015 10:33 AM
6	Vashon	5/28/2015 9:58 AM
7	Seatac	5/28/2015 9:20 AM
8	169 & 101	5/28/2015 8:54 AM
9	Seatac	5/27/2015 8:05 PM
10	Tacoma	5/27/2015 10:49 AM
11	Lake Tapps	5/27/2015 10:02 AM
12	Burien	5/27/2015 8:55 AM
13	Seattle (Capitol Hill)	5/26/2015 5:00 PM
14	test	5/26/2015 12:26 PM
15	Pacific WA 98047	5/26/2015 8:35 AM
16	grew up in Renton	5/26/2015 8:15 AM
17	Seattle	5/22/2015 10:34 AM
18	kent	5/22/2015 9:48 AM
19	Federal Way	5/22/2015 9:29 AM
20	Kent	5/22/2015 8:14 AM
21	Hobart	5/22/2015 5:49 AM
22	Hobart (unincorporated King County)	5/21/2015 6:52 PM
23	University district	5/21/2015 6:28 PM
24	Kent	5/21/2015 5:44 PM
25	Seattle	5/21/2015 5:24 PM
26	By Lake Sawyer - Kent Address,,,,but close to Black Diamond / Maple Valley and Covington	5/21/2015 4:41 PM
27	SE Seattle	5/21/2015 4:39 PM
28	Bellevue	5/21/2015 4:34 PM
29	Kent	5/21/2015 4:26 PM
30	Seattle	5/21/2015 3:28 PM

Q2 Do you currently ride public transit buses or trains?

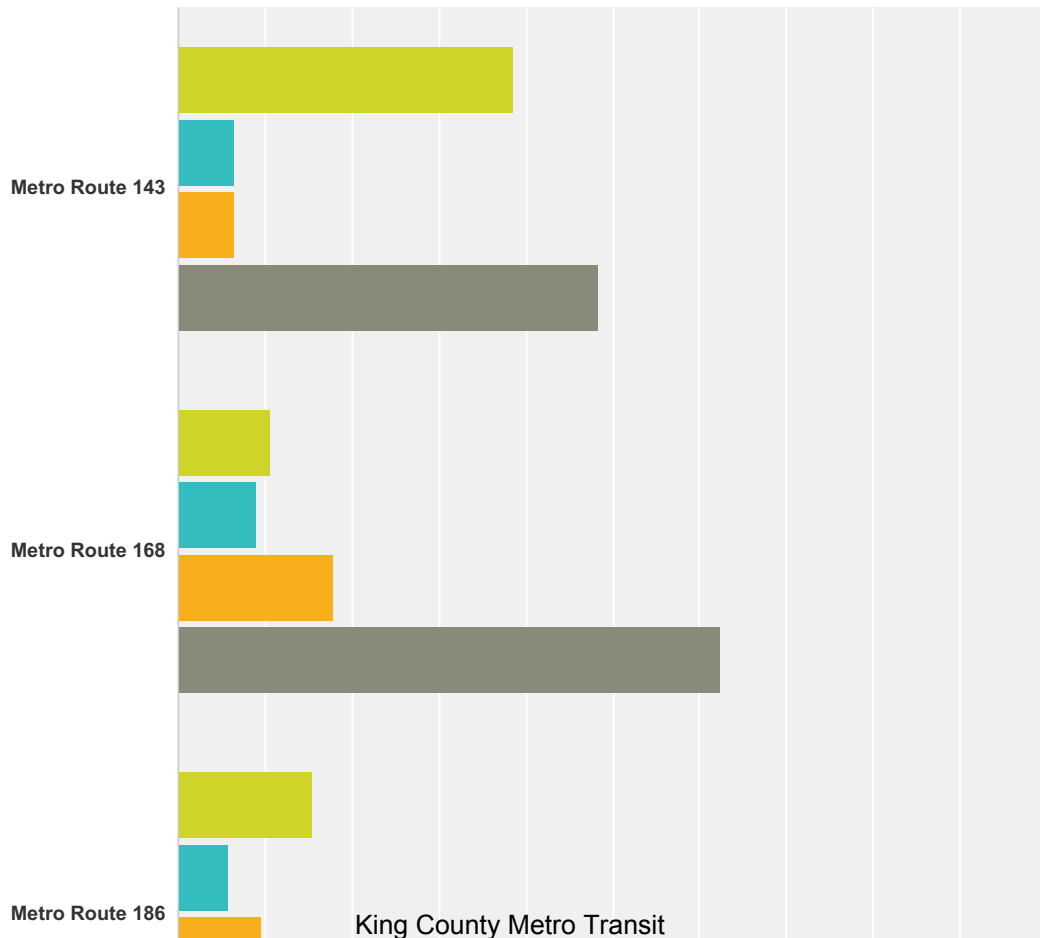
Answered: 138 Skipped: 0

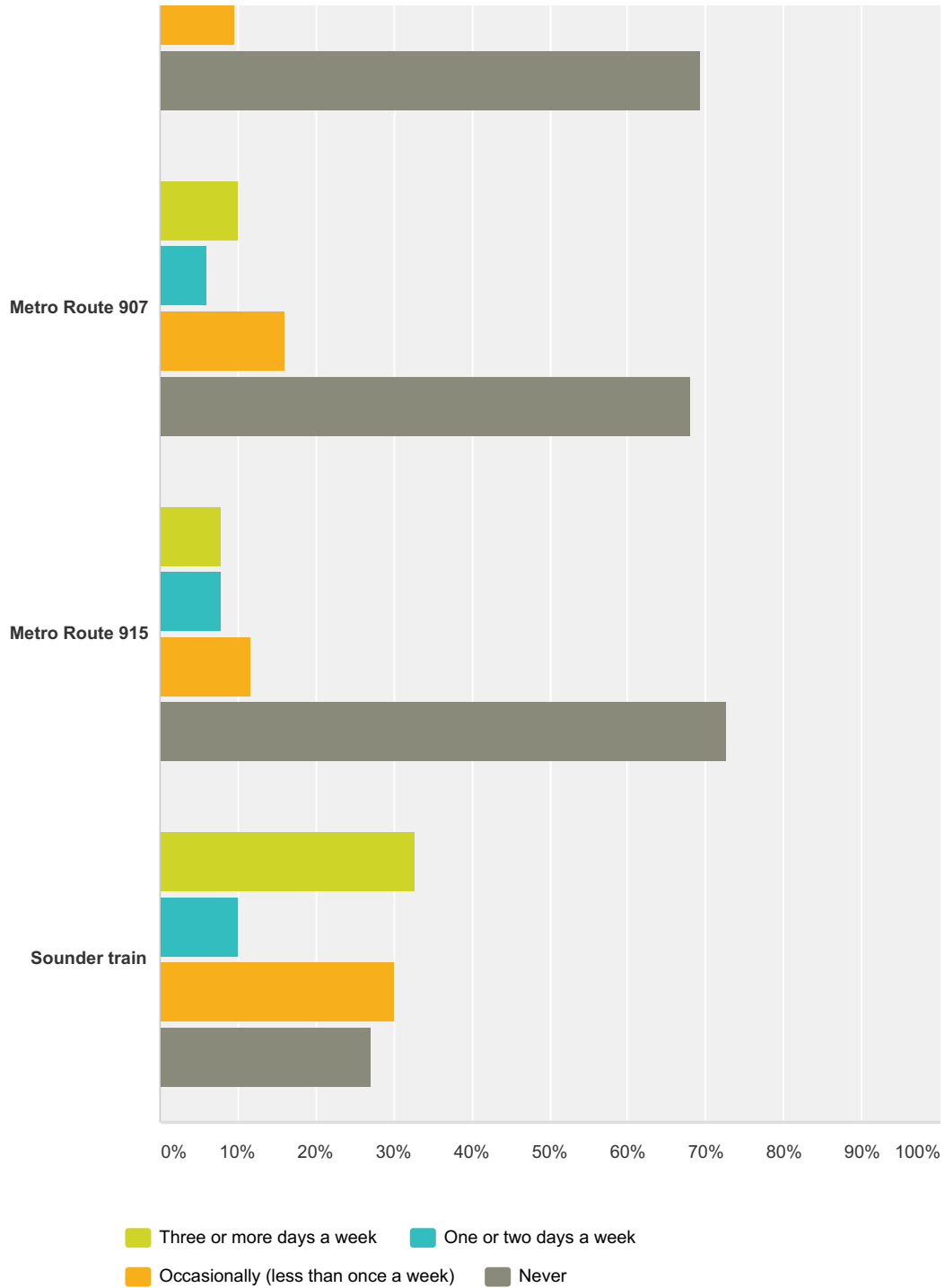


Answer Choices	Responses	Count
Yes	72.46%	100
No	27.54%	38
Total		138

Q3 Which of the following transit routes do you ride, and how often do you ride each one?

Answered: 91 Skipped: 47





	Three or more days a week	One or two days a week	Occasionally (less than once a week)	Never	Total
Metro Route 143	38.71% 24	6.45% 4	6.45% 4	48.39% 30	62
Metro Route 168	10.71% 6	8.93% 5	17.86% 10	62.50% 35	56
Metro Route 186	15.38% 8	5.77% 3	9.62% 5	69.23% 36	52
Metro Route 907	10.00% 5	6.00% 3	16.00% 8	68.00% 34	50

Metro Route 915	7.84% 4	7.84% 4	11.76% 6	72.55% 37	51
Souder train	32.86% 23	10.00% 7	30.00% 21	27.14% 19	70

Q4 Please list any other routes you use at least once per week:

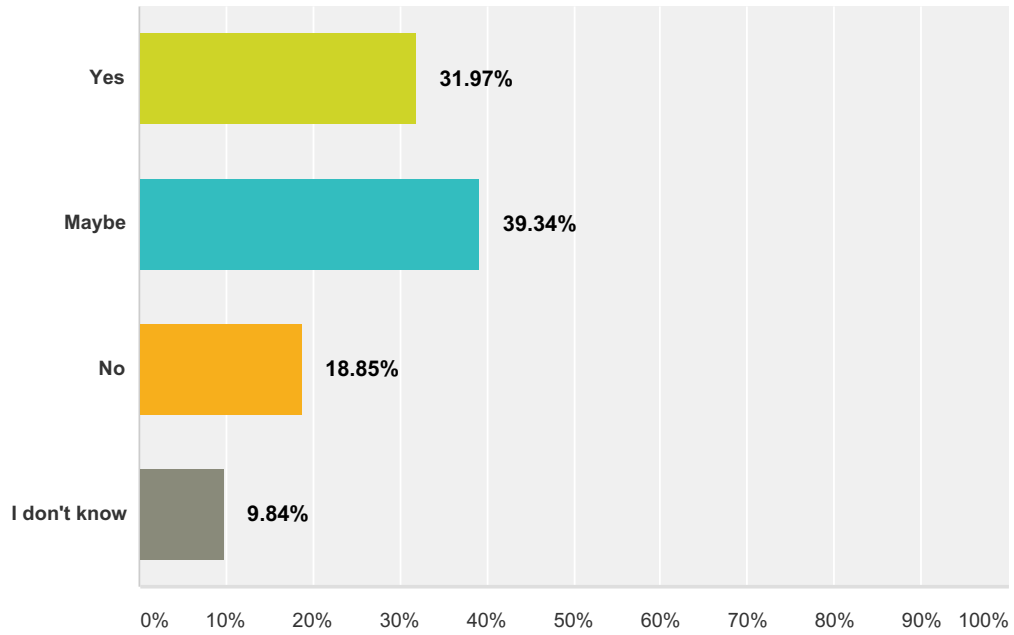
Answered: 51 Skipped: 87

#	Responses	Date
1	180	6/9/2015 3:51 PM
2	180, 181, 154, 910	6/4/2015 8:38 PM
3	101	6/4/2015 5:59 PM
4	158	6/4/2015 2:35 PM
5	commuter 497	6/4/2015 2:04 PM
6	550	6/3/2015 9:10 AM
7	316	6/3/2015 7:54 AM
8	186 Bus to Souder Train Vanpool in Tukwila Souder Station to WSDOT in George Town off Corson Street - 5 days a week	6/3/2015 7:39 AM
9	164 150	6/1/2015 7:48 PM
10	901; others vary	5/31/2015 3:49 PM
11	901; others vary	5/31/2015 3:41 PM
12	F, link light rail,	5/28/2015 6:24 PM
13	Light Rail	5/28/2015 4:25 PM
14	Sound transit 545 and 590	5/28/2015 12:51 PM
15	From Puyallup to Auburn or Sumner to Auburn and back. Location depends on parking	5/28/2015 10:34 AM
16	118/119	5/28/2015 9:58 AM
17	218, 214, 554	5/28/2015 9:54 AM
18	180, 901, 574	5/28/2015 9:21 AM
19	101 & 169	5/28/2015 8:55 AM
20	180 181 910	5/28/2015 6:29 AM
21	71,73,72,271,566,560,150,65,75,167	5/27/2015 5:07 PM
22	71,73,72,271,566,560,150,65,75,167	5/27/2015 4:54 PM
23	271, 566, 560, 240, 150	5/27/2015 10:29 AM
24	150, 271, 566, 560	5/27/2015 8:46 AM
25	Most other routes I use are in Seattle. Occasionally use ST 577/578 during day to get to/ from Auburn.	5/27/2015 1:54 AM
26	49,10,11,43,E,5	5/26/2015 5:01 PM
27	917	5/26/2015 8:39 AM
28	180, 181	5/25/2015 9:28 AM

29	180	5/24/2015 12:37 AM
30	180	5/23/2015 11:36 PM
31	150 or 159 or 158	5/23/2015 9:07 PM
32	12	5/22/2015 5:28 PM
33	497	5/22/2015 2:52 PM
34	497	5/22/2015 1:05 PM
35	Route 177 - more than three days a week	5/22/2015 9:31 AM
36	158 and 159	5/22/2015 9:11 AM
37	158,159	5/22/2015 8:14 AM
38	550	5/22/2015 7:32 AM
39	Metro Route 101	5/22/2015 6:52 AM
40	Light Rail - Tukwila to University Street	5/22/2015 6:19 AM
41	497	5/21/2015 11:03 PM
42	157, 158, 159	5/21/2015 9:19 PM
43	159, 158, 157,	5/21/2015 7:37 PM
44	212,214	5/21/2015 6:21 PM
45	181	5/21/2015 5:48 PM
46	153-566	5/21/2015 5:45 PM
47	181, e line	5/21/2015 5:25 PM
48	550 and 566	5/21/2015 4:41 PM
49	101	5/21/2015 4:27 PM
50	157	5/21/2015 4:27 PM
51	test	5/21/2015 2:13 PM

Q5 If a program like this was available to you today, would you use it?

Answered: 122 Skipped: 16



Answer Choices	Responses
Yes	31.97% 39
Maybe	39.34% 48
No	18.85% 23
I don't know	9.84% 12
Total	122

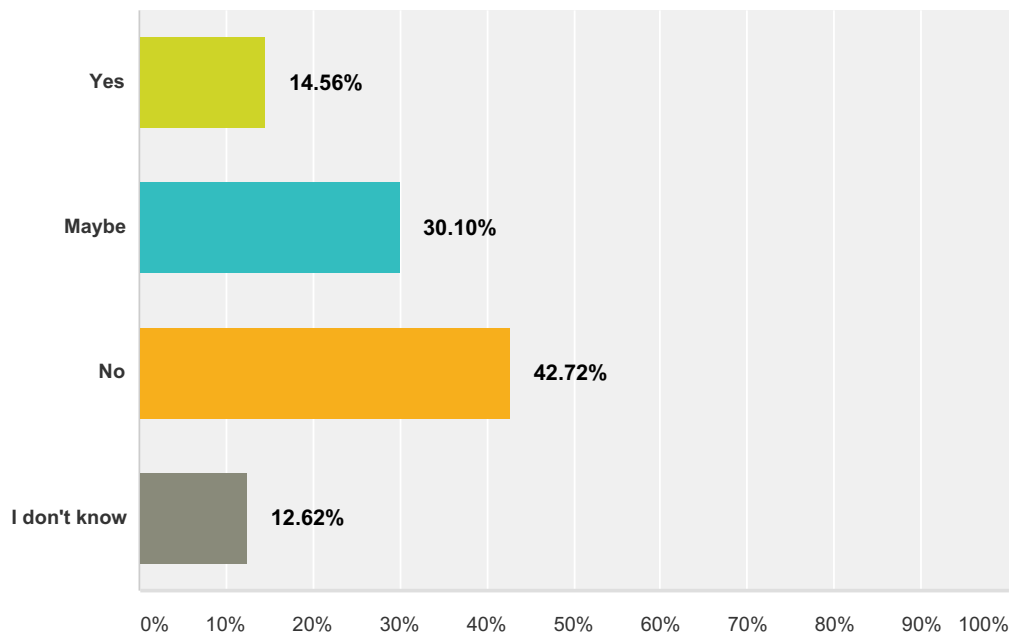
#	Why?	Date
1	would need to be easy to use	7/3/2015 11:02 AM
2	Am willing to give it a try to see how well it works.	6/9/2015 4:45 AM
3	Are they able to accommodate power wheelchairs?	6/4/2015 8:41 PM
4	It's a long, long walk home is a bus never comes.	6/4/2015 2:36 PM
5	Because I would be independent. As it is now I have to depend on other people to give me rides.	6/4/2015 2:05 PM
6	Winter evenings in the dark in rural areas, feels not safe	6/4/2015 1:45 PM
7	More likely to knowing that I wouldn't be stranded	6/4/2015 1:45 PM
8	Would provide me with an option that I know would be available to get me home without trying to coordinate rides myself.	6/4/2015 1:41 PM
9	blind out of left eye abd walk with a cane. standing to long is painful. i just want to go tgere quickly.	6/3/2015 10:00 PM
10	because it work be direct, I walk with a cane so walking & standing long periods is very stressing to my legs. I just want to get there in a reasonable time as if I was driving myself but can because if blindness in one eye. safety is my motto and my time is precious so tge quicker the better and metro drivers are trustworthy.	6/3/2015 9:37 AM
11	The bus to Maple Valley does not leave late enough for me to be able to use it. I have to drive part of the way to work in order to take a bus that accomodates my schedule.	6/3/2015 9:11 AM
12	I am a registered CTR Employee with WSDOT we have aEmergency Ride home Via: Farwest Taxi Service.	6/3/2015 7:41 AM
13	stay out later in the community	6/1/2015 7:50 PM

14	occasionally have the need, and no option now	6/1/2015 10:44 AM
15	There is such limited service from my home on Lea Hill to SeaTac airport that it would take me 2+ hours to travel to/from work each day.	5/29/2015 11:31 AM
16	This is my biggest problem. I struggle to get off work early enough to get the last bus home.	5/28/2015 6:25 PM
17	Sounds useful, depends on the cost of the service	5/28/2015 12:53 PM
18	I am not familiar with it, so I am not sure.	5/28/2015 10:35 AM
19	I currently plan to drive a car when I have the possibility of missing a connection or being stranded	5/28/2015 9:59 AM
20	Due to classes I teach sometimes my 901 route day is ended before I can make it to the stop.	5/28/2015 9:22 AM
21	Because as a taxpayer, we should have full service until at least 10-11 pm to enumclaw. No one wants to hire enumclaw residents because we're limited by bus disservice.	5/28/2015 6:32 AM
22	If the cost would be covered by the upass I would definitely use this service, but otherwise it would depend on the cost of this transportation.	5/27/2015 5:10 PM
23	If the cost would be covered by the upass I would definitely use this service, but otherwise it would depend on the cost of this transportation.	5/27/2015 4:57 PM
24	I sued to ride the bus to Seattle from Maple Valley years ago. I am not used to riding the bus now and do not travel outside the community often.	5/27/2015 2:11 PM
25	I go to school and work in Bellevue, and I often have to come home late (after the last 143 has passed). When this happens, I have to take a roundabout route to get to Maple Valley through Renton and then Kent. It usually takes upwards of three hours, with wait times in between, and then I still need to get a ride or walk because the bus stop nearest my home in Maple Valley is almost three miles away.	5/27/2015 10:32 AM
26	My commute is too far and would take too long to use Metro services.	5/27/2015 9:57 AM
27	Takes longer than driving and doesn't allow for flexibility	5/27/2015 8:56 AM
28	I go to school and work in Bellevue, and often need to go home late. When I do, the last 143 is long gone and I need to take a roundabout route to Maple Valley through Kent that usually takes a total of 3 hours (with wait times in between), and I still need a ride home at the end because the closest stop leaves me about 3 miles from home.	5/27/2015 8:51 AM
29	I have access to this service through my work and have used it in the past. It is has helped me several times.	5/27/2015 1:57 AM
30	I live in Seattle	5/26/2015 5:01 PM
31	I am retired and I do not have an employer.	5/26/2015 8:41 AM
32	how available is it? If I used it regularly, do I have a cutoff like when I'm disabled and use it too frequently?	5/26/2015 8:18 AM
33	As I age this concept looks very interesting and I may need it in the future.	5/26/2015 7:41 AM
34	Typically, I do not stay out after dark.	5/25/2015 9:28 AM
35	I would be most comfortable riding my usual bus home, but would use this service in a pinch.	5/24/2015 10:47 AM
36	I agree I would use it if I had the need.	5/23/2015 9:10 PM
37	Our travel is too sporadic - no set schedule	5/23/2015 9:08 PM
38	I am not working regularly because I am retired. We have season subscription for 5th Avenue theater and go during Thursday matinee.	5/23/2015 8:03 AM
39	why not	5/22/2015 5:29 PM
40	Auburn would be my end stop	5/22/2015 4:35 PM
41	I have to connect through Renton to go most anywhere, and the bus often doesn't run to Maple Valley at the end of my trip, or I have to wait 1-2 hours.	5/22/2015 3:04 PM
42	Would need to see how well it worked.	5/22/2015 2:30 PM
43	I can't use transit because the last leg of my trip getting from the Sounder TO WORK and FROM WORK to the Sounder is too difficult. ST/Metro/PT needs to fix the service problems in Tacoma, where I work.	5/22/2015 1:27 PM

44	too much hassel	5/22/2015 9:32 AM
45	Don't use public transit in the evening or weekend	5/22/2015 9:12 AM
46	I have something like that available thru work	5/22/2015 7:33 AM
47	i just need walking pathways on 277th (from chevron gas station towards town homes	5/22/2015 7:07 AM
48	for convenience	5/22/2015 6:53 AM
49	Usually start Early - and head for horm before service ends	5/22/2015 6:20 AM
50	If available from the Auburn train station this might be great. I rely on the 497 to get me home and if I miss the train, I have to call fro a ride.	5/21/2015 11:05 PM
51	I try to have alternatives available to me if the train or light rail breaks down --- friend to pickup or taxi	5/21/2015 9:34 PM
52	don't travel that often after the fixed route service has stopped for the night or early morning	5/21/2015 9:20 PM
53	My current job loction cannot be reached by taking one bus. It isn't worth my time to spend a lot of extra time trying to ride a bus.	5/21/2015 9:00 PM
54	currently my job location isn't served by any direct bus route. I would need to take more than one bus which wouldn't make it worth my time.	5/21/2015 8:59 PM
55	Knowing that I get home safe and in a timely manner is critical to my safety and my family and friends as well as co-workers	5/21/2015 7:38 PM
56	We need bus service from Hobart along the SR 18 corridor	5/21/2015 6:53 PM
57	I commute from auburn in the evening, not too it.	5/21/2015 5:26 PM
58	I live in Renton	5/21/2015 5:09 PM
59	Park and Rides are also full or not lighted for the evening commute	5/21/2015 4:42 PM
60	Don't want to pre-register.	5/21/2015 4:19 PM

Q6 Would you consider joining an existing Metro Vanpool or forming your own?

Answered: 103 Skipped: 35



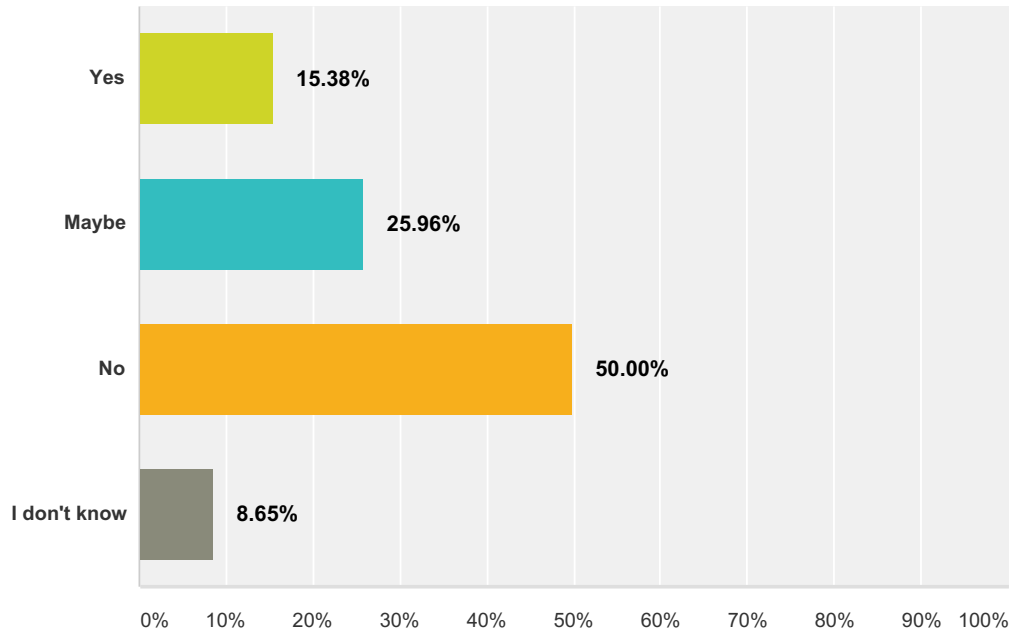
Answer Choices	Responses
Yes	14.56% 15
Maybe	30.10% 31
No	42.72% 44
I don't know	12.62% 13
Total	103

#	Why?	Date
1	would want to try before forming my own	7/3/2015 11:03 AM
2	Power wheelchair	6/4/2015 8:44 PM
3	depending on cost	6/4/2015 6:04 PM
4	I'm disabled and don't regularly go anywhere.	6/4/2015 2:35 PM
5	I want to go to the Auburn Library and I live in Lakeland	6/4/2015 2:06 PM
6	Retired, don't need to commute regularly	6/4/2015 1:50 PM
7	Need flexible not fixed times and unable to drive self or others	6/4/2015 1:48 PM
8	I would love to join or form one. However, I find the online portal is confusing, finding participants is hard, and it is not clear which vanpools have availability.	6/4/2015 1:44 PM
9	I often have to work late.	6/3/2015 9:13 AM
10	already belong to one.	6/3/2015 7:43 AM
11	don't own a car at this time	6/1/2015 10:48 AM
12	my work hours vary	5/29/2015 10:28 PM
13	I would like to reduce my carbon footprint.	5/29/2015 11:33 AM
14	Unsure of my flexibility	5/29/2015 9:43 AM
15	I am unable to drive due to disability	5/28/2015 6:26 PM
16	The buses are uncomfortable, a van might be better	5/28/2015 12:56 PM
17	Concerned with reliability and dependability	5/28/2015 10:38 AM
18	too expensive, too restrictive	5/28/2015 10:03 AM
19	tried it for 2 years, it is not flexible enough for my work hours	5/28/2015 9:58 AM
20	Frequency is only on a weekly basis 2 days per week or so.	5/28/2015 9:24 AM
21	Same reason as previous page	5/28/2015 6:35 AM
22	Do not wish to pay for vanpool.	5/27/2015 4:03 PM
23	My job is located in Black Diamond.	5/27/2015 2:12 PM
24	I don't drive, so I am not sure if this would help me out.	5/27/2015 10:34 AM
25	I don't drive, so I'm not sure if this is the right option for me.	5/27/2015 8:56 AM
26	only if route 186 is reduced / discontinued	5/27/2015 7:49 AM
27	I often work past my normal quitting time.	5/27/2015 2:12 AM
28	My work schedule	5/26/2015 5:03 PM
29	I am retired and this would not work for me.	5/26/2015 8:43 AM

30	we need help doing this so we can get vans to the trains, etc.	5/26/2015 8:18 AM
31	I don't see how A vanpool would work for aged. A vanpool would work for aged people with more random needs	5/26/2015 7:51 AM
32	Retired. I do not go to a regular location at a regular time.	5/25/2015 9:33 AM
33	I don't drive, so I don't know how much use I'd be to one.	5/24/2015 12:39 AM
34	There is nothing consistent to my daily routine.	5/23/2015 9:15 PM
35	Our schedule is too sporadic	5/23/2015 9:09 PM
36	We don't like to drive in downtown Seattle and we don't want to park in expensive parking places.	5/23/2015 8:06 AM
37	I'm retired, so only work occasionally	5/22/2015 5:50 PM
38	last van pool experience was very bad	5/22/2015 5:33 PM
39	Only if there was one that operated on the same hours	5/22/2015 4:37 PM
40	My schedule is flexible, so I must usually travel alone.	5/22/2015 3:07 PM
41	Would need to see how well it worked	5/22/2015 2:32 PM
42	I currently carpool with my spouse.	5/22/2015 1:29 PM
43	Only 3 employees use public transportation	5/22/2015 10:38 AM
44	I need flexibility to change my hours during the week, I go in one hour early on Tuesday and Thursdays for gym class	5/22/2015 9:34 AM
45	have too many side trips	5/22/2015 9:13 AM
46	Not sure about the flexibility of the vanpool.	5/22/2015 8:21 AM
47	None available in my area.	5/22/2015 7:09 AM
48	Need flexibility to care for wife.	5/22/2015 6:23 AM
49	My day-to-day schedule often varies	5/21/2015 11:14 PM
50	Retired --- most trips are stadium or 5th Avenue Theater.	5/21/2015 9:36 PM
51	my schedule varies a bit, would make a vanpool difficult	5/21/2015 9:23 PM
52	I don't always get off from work at the same time.	5/21/2015 9:03 PM
53	I've tried to form a van-pool but nobody has the hours I have, or wants the route I need to the Art Institute of Seattle and back home.	5/21/2015 7:40 PM
54	We need bus service in Hobart along the SR 18 corridor	5/21/2015 6:55 PM
55	Nice because you know the other regulars and feel safe.	5/21/2015 6:21 PM
56	Retired.	5/21/2015 5:38 PM
57	Carpool and existing g transit serve me fine.	5/21/2015 5:27 PM
58	My work schedule varies	5/21/2015 5:21 PM
59	would rather use the bus	5/21/2015 4:35 PM
60	If I can get others to join, I would.	5/21/2015 4:21 PM

Q7 Would you participate in a home-based Metro Vanshare?

Answered: 104 Skipped: 34



Answer Choices	Responses	
Yes	15.38%	16
Maybe	25.96%	27
No	50.00%	52
I don't know	8.65%	9
Total		104

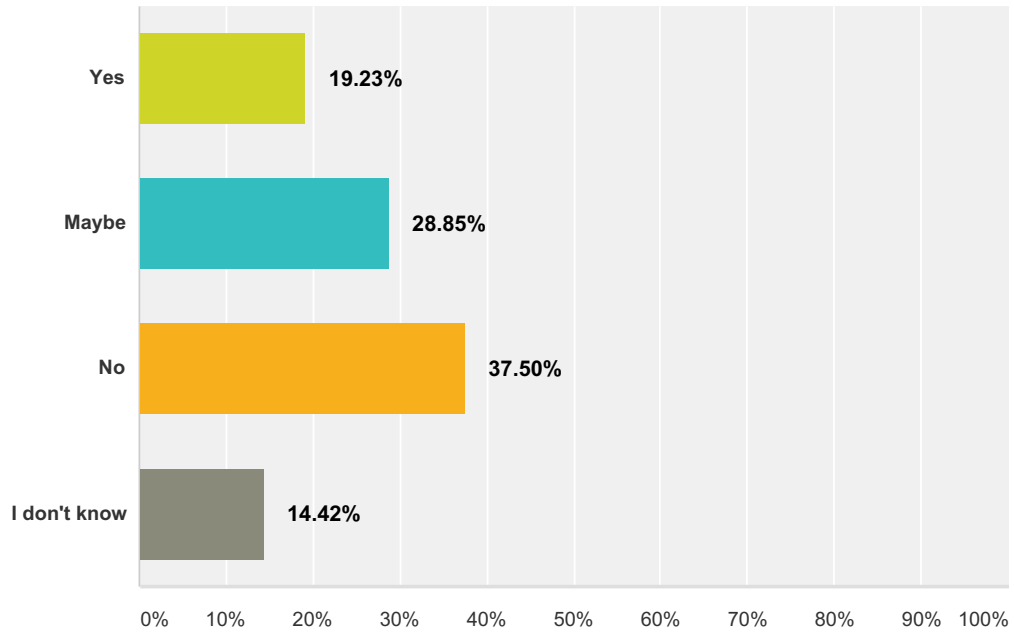
#	Why?	Date
1	Power wheelchair	6/4/2015 8:44 PM
2	I don't travel to the same place every day, so I am typically on my own.	6/4/2015 7:30 PM
3	I only live a mile away to the transit center	6/4/2015 6:04 PM
4	I'm disabled and don't regularly go anywhere.	6/4/2015 2:35 PM
5	I don't know what it is.	6/4/2015 2:06 PM
6	Same reason as above	6/4/2015 1:50 PM
7	Same as above	6/4/2015 1:48 PM
8	There is a transit center close to my home. If I did any kind of van pool or van share, I would want it to get me to and from work.	6/4/2015 1:44 PM
9	Late work hours.	6/3/2015 9:13 AM
10	Enumclaw to Auburn to make the 5:20 Train	6/3/2015 7:43 AM
11	don't have the need at this time,but,would be interested	6/1/2015 10:48 AM
12	It would depend on the length of time that the commute would take	5/29/2015 11:33 AM
13	I cannot drive due to disability.	5/28/2015 6:26 PM
14	I don't always leave at the same time, I don't know if that would be an issue	5/28/2015 12:56 PM
15	I would still need to drive to the park and ride to meet the van pool	5/28/2015 10:03 AM

16	same reason as above on the van pool	5/28/2015 9:58 AM
17	Bus stops are close to home and destinations.	5/28/2015 9:24 AM
18	see above	5/28/2015 6:35 AM
19	Parking is full or almost full at most park & ride lots.	5/27/2015 4:03 PM
20	Work in Black Diamond	5/27/2015 2:12 PM
21	My varied Schedule, and other people's lateness...	5/27/2015 10:52 AM
22	Because I don't drive.	5/27/2015 10:34 AM
23	This would still take too long for my commute	5/27/2015 9:58 AM
24	Because I don't drive.	5/27/2015 8:56 AM
25	only if route 186 is reduced / discontinued	5/27/2015 7:49 AM
26	Same as above. often work past my normal quitting time.	5/27/2015 2:12 AM
27	My work schedule	5/26/2015 5:03 PM
28	I am retired and this would not work for me.	5/26/2015 8:43 AM
29	sure - we need to also incorporate to the trains	5/26/2015 8:18 AM
30	If the community center had a Van share with volunteer drivers, that may work.	5/26/2015 7:51 AM
31	Not something that I need.	5/25/2015 9:33 AM
32	See above answer	5/24/2015 12:39 AM
33	I cannot commit to a consistent schedule.	5/23/2015 9:15 PM
34	Would prefer not to drive. We often have to go to cruise port 91 to pick up and drop off friends. Would rather not drive.	5/23/2015 8:06 AM
35	I don't use it regularly	5/22/2015 4:37 PM
36	Only with guaranteed parking spots. I can see a situation where empty spots sit waiting for Vanshares that don't exist, while everyone else is scrambling for parking.	5/22/2015 3:07 PM
37	As already mentioned, the last mile of my trip getting TO WORK from the Sounder in Tacoma is the most difficult.	5/22/2015 1:29 PM
38	Only 3 employees use public transportation	5/22/2015 10:38 AM
39	Too much planning involved	5/22/2015 9:34 AM
40	too many side trips	5/22/2015 9:13 AM
41	I live relatively close to a park and ride now, where I can catch a fixed route bus.	5/22/2015 8:21 AM
42	Need flexibility to care for wife.	5/22/2015 6:23 AM
43	convenience and my work charges \$300/mo for parking, this would be free?	5/22/2015 5:42 AM
44	my unpredictable end time of my day	5/21/2015 11:14 PM
45	Don't use it that often	5/21/2015 9:36 PM
46	live close enough to a park n ride now, don't need personally but like the idea	5/21/2015 9:23 PM
47	again, I sometimes have to work later and it is unpredictable.	5/21/2015 9:03 PM
48	Makes it personal and safer. Less crowding on the bus, but may be more expensive. As long as i'm safe and comfortable that's what matters. that and being on time.	5/21/2015 7:40 PM
49	We need bus service in Hobart along the SR 18 corridor	5/21/2015 6:55 PM
50	Cost effective? Why pay for a van to sit in a park and ride all day?	5/21/2015 6:21 PM
51	The nearest transit center to my work is not a safe enough walk for me, especially during the winter when it gets dark early.	5/21/2015 5:21 PM

52	I drive to a transit center	5/21/2015 5:10 PM
53	Dependability issues	5/21/2015 4:35 PM
54	I would need the others to have a consistent schedule.	5/21/2015 4:21 PM

Q8 Would you participate in a TripPool?

Answered: 104 Skipped: 34



Answer Choices	Responses	Count
Yes	19.23%	20
Maybe	28.85%	30
No	37.50%	39
I don't know	14.42%	15
Total		104

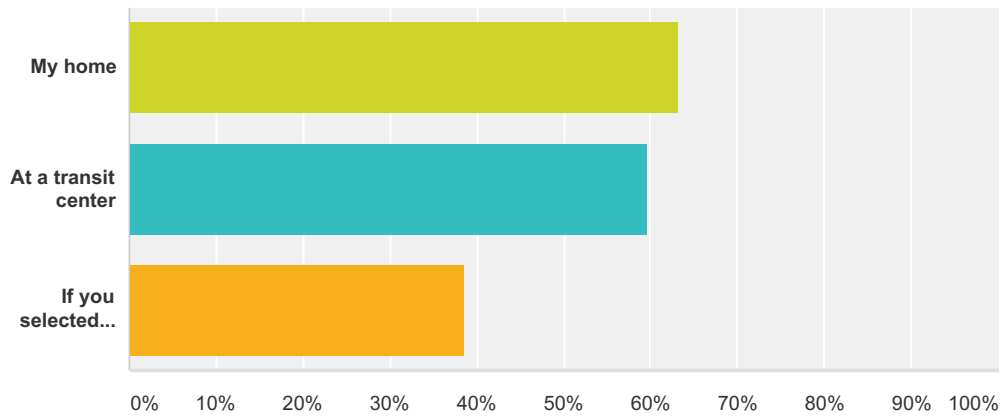
#	Why?	Date
1	This would work well with my work schedule.	6/9/2015 4:46 AM
2	Power wheelchair	6/4/2015 8:44 PM
3	My schedule is very fluid and unpredictable.	6/4/2015 7:30 PM
4	will probably take too much time	6/4/2015 6:04 PM
5	I'm low-income and don't have a smart phone.	6/4/2015 2:35 PM
6	Reliability	6/4/2015 2:06 PM
7	Suits more random users	6/4/2015 1:50 PM
8	Same as above; individuals with intellectual disabilities would not understand process	6/4/2015 1:48 PM

9	I would use this if the tool was easy to use. I don't have high hopes however, based on the online portal for the current vanshare/vanpool site.	6/4/2015 1:44 PM
10	Sounds too unreliable.	6/3/2015 9:13 AM
11	Don't know who is driving.	6/3/2015 7:43 AM
12	don't have service on my smartphone	5/31/2015 3:44 PM
13	I have a fixed work schedule	5/29/2015 11:33 AM
14	I cannot drive due to disability.	5/28/2015 6:26 PM
15	Solves the problem of leaving at different times	5/28/2015 12:56 PM
16	That sounds very convenient and helpful	5/28/2015 10:38 AM
17	This would address the flexibility issue. I am most likely to use this to get home	5/28/2015 10:03 AM
18	not exceptable to my work hours	5/28/2015 9:58 AM
19	No smartphone	5/28/2015 9:24 AM
20	give us full bus service bt maybe yanking some of those self serving #7 or from any other routein pampered seattleville	5/28/2015 6:35 AM
21	Work in Black Diamond.	5/27/2015 2:12 PM
22	Because regular bus service as it is does not cover my needs.	5/27/2015 10:34 AM
23	Sounds like too much work on short notice	5/27/2015 9:58 AM
24	Because bus service doesn't cover all my needs.	5/27/2015 8:56 AM
25	schedule currently set in advance	5/27/2015 7:49 AM
26	I would need more info on this alternative before I could decide.	5/27/2015 2:12 AM
27	not getting into a stranger's car	5/26/2015 5:03 PM
28	Sounds complicated and not garunteed	5/26/2015 5:01 PM
29	I am retired and this would not work for me.	5/26/2015 8:43 AM
30	please tell me more. People spend too much time from Maple Valley or Kenndydale on buses	5/26/2015 8:18 AM
31 If you could give an elderly person to use a smart phone intelligently.	5/26/2015 7:51 AM
32	This idea could be very useful, but personally, I would need to get a phone that could be used.	5/25/2015 9:33 AM
33	I do not have the devise to support app applications.	5/23/2015 9:15 PM
34	If there was something on computer we could check first before driving, that would be nice.	5/23/2015 8:06 AM
35	If it fit my schedule and budget.	5/22/2015 3:07 PM
36	For spontaneous trips, I'll either use fixed route transit or drive my own car.	5/22/2015 1:29 PM
37	Only 3 employees use public ransportation and we all live in different areas	5/22/2015 10:38 AM
38	Sounds complicated	5/22/2015 9:13 AM
39	Would need to know more.	5/22/2015 8:21 AM
40	Do not have phone	5/22/2015 6:23 AM
41	but would hope the app would be created for windows phone also.	5/22/2015 5:42 AM
42	Don't use it that often	5/21/2015 9:36 PM
43	my work schedule operates within fixed route service, wouldn't have much need for this	5/21/2015 9:23 PM
44	I don't completely understand it.	5/21/2015 9:03 PM

45	Being forced to use an app means using a service that's reliant on needing wi-fi or 3g, 4g services. Not everyone has a smart phone. This is a terrible idea.	5/21/2015 7:40 PM
46	We need bus service in Hobart along the SR 18 corridor	5/21/2015 6:55 PM
47	Scary, security issues when you don't know who the other riders are.	5/21/2015 6:21 PM
48	still prefers to take the bus	5/21/2015 4:35 PM
49	Again, don't like the pre-register.	5/21/2015 4:21 PM

Q9 If yes or maybe, where would you like to connect to a TripPool?

Answered: 57 Skipped: 81



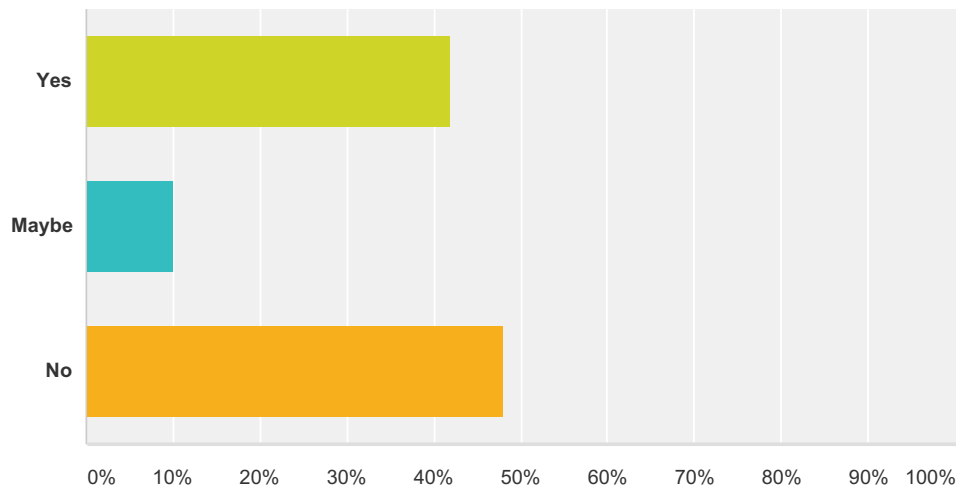
Answer Choices	Responses
My home	63.16% 36
At a transit center	59.65% 34
If you selected transit center or would like to suggest another location, please specify that here:	38.60% 22
Total Respondents: 57	

#	If you selected transit center or would like to suggest another location, please specify that here:	Date
1	Renton Transit Center or South Renton Park & Ride	6/9/2015 4:46 AM
2	QFC lot at Witte Rd/Hwy 169	6/1/2015 4:21 PM
3	Renton transit center	5/28/2015 12:56 PM
4	Puyallup	5/28/2015 10:38 AM
5	at work or a transit center near work	5/28/2015 10:03 AM
6	Bellevue College	5/27/2015 10:34 AM
7	Work - another option to get home if can't take bus or van pool	5/27/2015 8:57 AM
8	Bellevue College	5/27/2015 8:56 AM
9	Farrelly St. in Enumclaw	5/27/2015 7:49 AM
10	Auburn Sounder Station	5/27/2015 2:12 AM
11	shopping malls, churches, synagagues, places that don't use parking during week.	5/26/2015 8:18 AM

12	Auburn	5/24/2015 10:49 AM
13	kent and auburn	5/23/2015 11:40 PM
14	generalidle area for those who want to participate	5/22/2015 7:36 AM
15	Issaquah-Hobart road and highway 18	5/22/2015 5:54 AM
16	Auburn	5/21/2015 11:14 PM
17	Renton Transit Center	5/21/2015 6:25 PM
18	Auburn or Kent transit centers.	5/21/2015 6:21 PM
19	I don't know why should i care	5/21/2015 5:45 PM
20	Safeway on Rainier Ave S in Renton.	5/21/2015 5:21 PM
21	Auburn TC	5/21/2015 5:06 PM
22	Auburn Transit Center, Federal Way Transit Center OR Sumner Station	5/21/2015 4:21 PM

Q10 Do you use or would you like to use public transportation in Covington, Maple Valley, or Black Diamond?

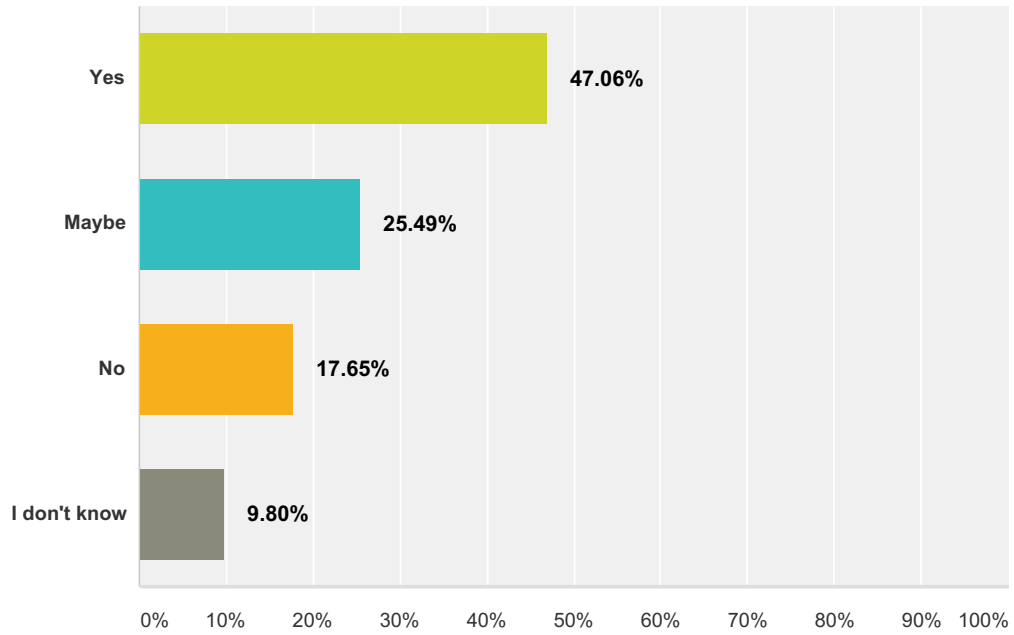
Answered: 100 Skipped: 38



Answer Choices	Responses
Yes	42.00% 42
Maybe	10.00% 10
No	48.00% 48
Total	100

Q11 Would you use and participate in a Covington-Maple Valley-Black Diamond community van and transportation hub?

Answered: 51 Skipped: 87



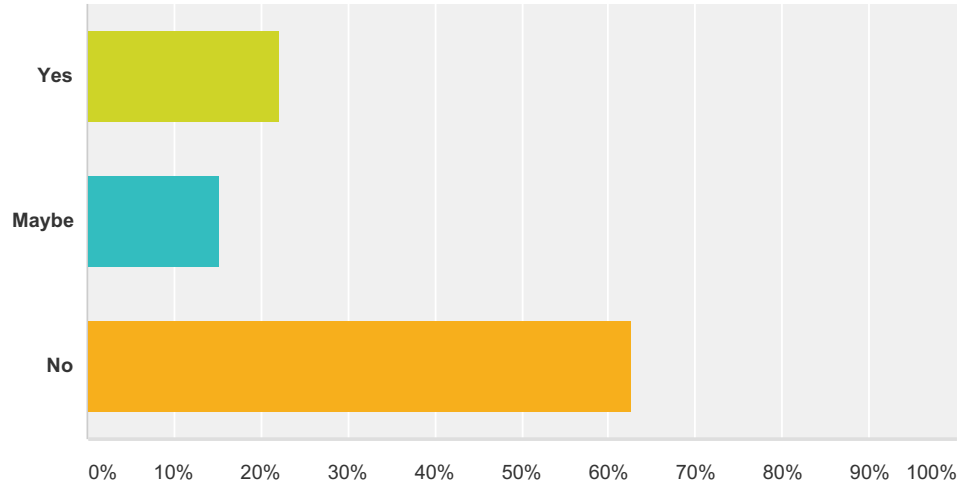
Answer Choices	Responses
Yes	47.06% 24
Maybe	25.49% 13
No	17.65% 9
I don't know	9.80% 5
Total	51

#	Why?	Date
1	Prefer A flexible ride structure in lieu of driving	6/4/2015 1:53 PM
2	If I didn't have my own transportation, it would be a nice option.	6/4/2015 1:45 PM
3	if some of the community vans went to the Issaquah transit center	5/28/2015 10:00 AM
4	Often family or friends are not available to provide transportation.	5/28/2015 9:26 AM
5	just because seattle is too selfish to give up one route for southeast king county,whysould we suffer ?	5/28/2015 6:37 AM
6	If we can get something like a Sound Transit bus that is direct to Seattle, non-stop.	5/27/2015 4:11 PM
7	I occasionally drive elderly to Black Diamond Community Center where there is no other service available.	5/27/2015 2:14 PM
8	It would be wonderful to get me between where I live (Wilderness Village area) and where the 168 leaves me in Four Corners.	5/27/2015 10:36 AM
9	Because I live near Wilderness Village, and I don't enjoy walking there from Four Corners, the last stop on 168.	5/27/2015 9:01 AM
10	locally, yes, especially in the evening and on weekends	5/23/2015 9:17 PM
11	Kent is too convenient	5/23/2015 9:10 PM
12	I'm retired and seeking alternatives to driving	5/22/2015 5:51 PM
13	I would rather have regular bus service.	5/22/2015 3:09 PM
14	Need more info	5/22/2015 2:33 PM
15	Depends on how big these rides are, what the cost of the service is, and where they go.	5/21/2015 7:41 PM

16	We need bus service in Hobart along the SR 18 corridor	5/21/2015 6:56 PM
17	This concept is not fully clear to me about how it would work. Is a local partner like a taxi driver? Some crazy guy? It sounds like it would be complicated to get from A to B.	5/21/2015 6:24 PM

Q12 Do you use, or would you like to use, public transportation between Black Diamond and Enumclaw or between Auburn and Enumclaw?

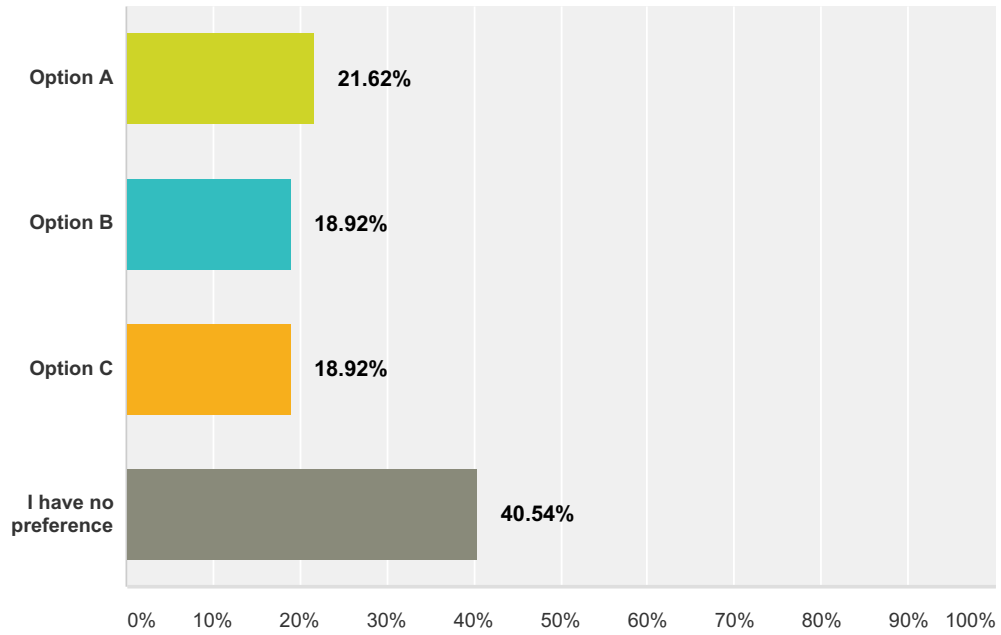
Answered: 99 Skipped: 39



Answer Choices	Responses
Yes	22.22% 22
Maybe	15.15% 15
No	62.63% 62
Total	99

Q13 Which option do you prefer?

Answered: 37 Skipped: 101



Answer Choices	Responses	
Option A	21.62%	8
Option B	18.92%	7
Option C	18.92%	7
I have no preference	40.54%	15
Total		37

#	Why?	Date
1	more often	7/3/2015 11:05 AM
2	Only because of frequency, but still not often enough, throughout the day, all day!	6/4/2015 1:56 PM
3	60- 90 minutes ? are you kidding. I would not wait I would drive. I already wait for the 186 20-25 mins. The bus schedule does not match the train schedule.	6/3/2015 7:47 AM
4	use the Enumclaw to Auburn	6/1/2015 10:53 AM
5	need more frequent service Auburn-Enumclaw!	5/31/2015 3:47 PM
6	Any use would be ad hoc	5/28/2015 10:04 AM
7	Buckley is a good idea.	5/27/2015 2:15 PM
8	It just makes the most sense to me. It doesn't cost more, I would love more frequent service, and it doesn't leave Enumclaw commuters high and dry.	5/27/2015 10:42 AM
9	I may occasionally use the 915 under option C, but not enough to suggest a disruption in service to others.	5/27/2015 2:18 AM
10	I don't use that bus, so I don't know anything about it.	5/24/2015 12:40 AM
11	covers more of a range of needs	5/23/2015 9:20 PM
12	Winter weather makes getting to Black Diamond difficult. Being able to get to Buckley (Fred Meyer Shopping Center) would be a HUGE help.	5/22/2015 5:54 PM

13	The problem with all current routes is that there aren't enough buses or frequency, nor are there enough routes to get people where they want to go in a timely manner. Rush-hour buses are jam packed. It takes hours to get anywhere in the middle of the day, and it seems to always involve going to the Renton TC and sometimes Seattle to make your connection. If you don't offer frequent routes going where people need, they're not going to use the half-baked service you offer. Try going from Maple Valley to a midmorning job interview in Tacoma, or to the Kent Justice Center for jury duty. It's incredibly time-consuming and inconvenient.	5/22/2015 3:19 PM
14	don't use that route	5/22/2015 7:38 AM

Q14 Are there any other thoughts you'd like to share, such as additional alternative service concepts you'd like us to consider?

Answered: 53 Skipped: 85

#	Responses	Date
1	Yes I would like to see the metro alerts be more accurate with real time if the bus doesn't show or is late. It seems to show up in the email alerts after the fact.	6/4/2015 6:11 PM
2	This is a very skewed study. It was mostly the wealthy people who answered the survey, who by definition are empowered. When I've ridden the #180 (the main N/S route in the Green River valley) from south Auburn to downtown Auburn and from there to the Kent train station, about 90% of the riders were low income, and the survey showed about 10% of the respondents were in this income bracket. I would have fallen off my seat in surprise to see a person in the \$100,000+ income bracket on the #180, and 27% of the respondents were in this income zone. There are 2 very different demographics using transit in this area. There are the wealthy people using Sounder because its quicker than driving, costs less than driving, and you can work or rest while riding it. Its very hard to read a book or use a digital device as buses, with stiff shocks, bounce over the many broken roads in south King County. Then there is the other group of transit users, who can't afford to do much driving at all, if they even have access to a working vehicle, and so need to leverage public transit for most of their life activities. This study is failing to accurately represent those people and their transportation needs. I'm quite upset that it seems that this study will drive upcoming transit changes, and the study is dominated by wealthy respondents. This makes me angry because by definition the wealthy have lots of money and options - they just want commuting to work to be easier, cheaper, and more convenient. On the other hand, mostly the low-income people don't have workable transportation options, and are desperate for transportation options that work well so they can take care of what needs to be done to support their life. Their transit needs are very different from the transit needs of the wealthy, who other than commuting to work, usually drive everywhere. * * * * The way this study is set up it is further disempowering the poor, and reinforces our belief that there isn't any point in wasting time and energy to speak up because we will be marginalized in any case, as the government caters to the wealthy. Its easy to see people partially completing the second survey, and closing the page, after seeing how poorly the options meet their needs. I myself was so depressed, after my first look at the second survey, that it took me 2 weeks before I could talk myself into completing it. I'm disabled because of mental handicaps, am low income, and I can't afford a smart phone. While I'm very intelligent, I have a speech handicap. Usually, when talking to government people in person, they brush me off like I'm an ignorant idiot. So to avoid the risk of increasing my unresolved trauma, I didn't go to the Metro open house. I've discovered I'm far more effective in communicating in writing, than in speaking. * * * * I'm also quite upset that Metro spends a lot of effort addressing the needs to the physically handicapped and then discriminates against the mentally handicapped. A starting point on this issue is these surveys showed some concern for the problems that physically handicapped people face, and no concern about the problems mentally handicapped people face as they attempt to use public transit. The only transit change, which would really help me, is for there to be parking available in the middle of the day at the Auburn train station. It would be important that this parking wasn't locked up after a certain point in the evening, like the parking garage is.	6/4/2015 3:06 PM
3	I really like establishing the community it's shuttle system again for our rural areas. The infrequency of the bus makes it difficult for our young adults to have jobs in the afternoons into the evenings. ACCESS is our other alternative but due to the 3/4 mile limit from main routes in a rural farming area makes it difficult to use this service. Expanding that for our area up to 2 miles would help a lot! (A better dispatch system for individuals with intellectual disabilities would be really helpful for any metro use!) even as staff, we have a difficult time helping them set up their routs and times. Thank you!	6/4/2015 2:11 PM

4	I'd like to take a bus from Sunset Park in Auburn around 9:30 am that would take me close to the Auburn Public Library. I'd like to take a bus from the Algona Library to Sunset Park (Lakeland) around 4 - 4:30 pm during the week.	6/4/2015 2:08 PM
5	1. Matching the bus schedule to the train schedule would be more user friendly. Waiting in the rain or cold weather is not user friendly. I have waited for an hour when the bus was cancelled, for reasons unknown, inconsistency does not make you want to ride the bus system. 2. More security around the bus area would be appreciated.	6/3/2015 7:57 AM
6	an option if a bus breaks down or long delays to have a way to inquire when said bus would be available or how to find out that information	6/1/2015 10:56 AM
7	FW - Enumclaw?	5/31/2015 3:48 PM
8	Just would like to see more parking spots available at the auburn station	5/29/2015 10:28 PM
9	I would love to use public transportation however due to the very limited routes from Fairwood to a transit center, It takes me 3 times the time to get to work as it would if I drove directly. FYI: I work at the Airport so my 2nd bus would be 560	5/29/2015 9:47 AM
10	I am disabled, unable to drive and completely dependent on route 143. I wish it ran more often and later in the evening. If I could get a stop put in at Jones Rd/ 196th I could be completely independent of the need for a ride to or from the nearest stop 2 miles from my house or the unsafe option of walking down Maple Valley highway.	5/28/2015 6:31 PM
11	There are whole communities that are not being served by public transit- LakeRidge, in unincorporated King County is one of them. It is impossible to get to the Light Rail station or ride a Metro Bus without driving or walking over 1.5 miles. Only alternative is to drive to the nearest bus stop or light rail station - how do I get involved in forming a Trip Pool for this community? Thank you May Chin 206-619-1235	5/28/2015 4:29 PM
12	A train from Maple Valley to auburn would be great. I know that Maple Valley did a study about it, but I don't know if they plan on implementing it.	5/28/2015 12:58 PM
13	My only frustration is parking and the reliability of timing.	5/28/2015 10:39 AM
14	Sometime in the near future, I suggest establishing a hub and building a metro parking garage at the Issaquah-Hobart Rd and Highway 18 intersection to relieve huge traffic congestion on Issaquah-Hobart Rd and Highway 18. It would be much less expensive to fund this then a 4 lane expansion of Issaquah-Hobart Road. There are twenty acres of state DNR land and WSDOT right-away just south of the east bound highway 18 on ramp, 188th SE street access would this state held property. Routes 218, 219, 214 and 554 Issaquah, and 143 Maple Valley, could be serviced from this location by establishing feeder routes to both locations from this new parking garage. Please call me if you have further questions on this suggestion: Jim Ulrich P.E. 206-714-6106 cell 425-432-9925 home	5/28/2015 10:14 AM
15	Any options that improve the overall time for the commute home, use the standard ORCA pass and allow reliable connections with trains, ferries and light rail will be an improvement	5/28/2015 10:06 AM
16	Please add more buses to route 180. Perhaps it is just the time of day I ride but it is seldom on time and often standing room only. My EB stop is Seatac City Hall at 188th and 46th. Between Tyee passenger loads, the I-5 on-ramp backups, the Kent train back-ups and the increased traffic into and out of Kent; a 20 minute delay or more is common.	5/28/2015 9:30 AM
17	Hi I personally feel that we need to shortened the wait time for 101 or 102 at the South Renton Park N Ride. The lines are always so long and the 101 and 102 is always so crowded with standing room only everyday. So I feel that we need to do something about that.	5/28/2015 8:59 AM
18	Yes and that this survey is an insult to ALL southeast king county residents. I can promise you next elections our needs will be met. Believe me the impoverished by dwindling transportation have much time on their hands	5/28/2015 6:42 AM
19	We need direct bus service from Covington to Seattle, much like Sound Transit buses do in other areas. Another example is how Microsoft has large buses in certain areas to go direct from a community to Microsoft. Travel time on current bus routes tend to be frequent stops before making it to the freeway and on to Seattle. Travel time becomes so long with these routes. Park & Ride lots are so crowded. If I do not get there very, very early in the morning, then parking off site becomes an issue. Southeast King County needs direct routes to Seattle.	5/27/2015 4:25 PM
20	There is no activity bus between Enumclaw and Black Diamond and Black Diamond students attend school in Enumclaw.	5/27/2015 2:17 PM

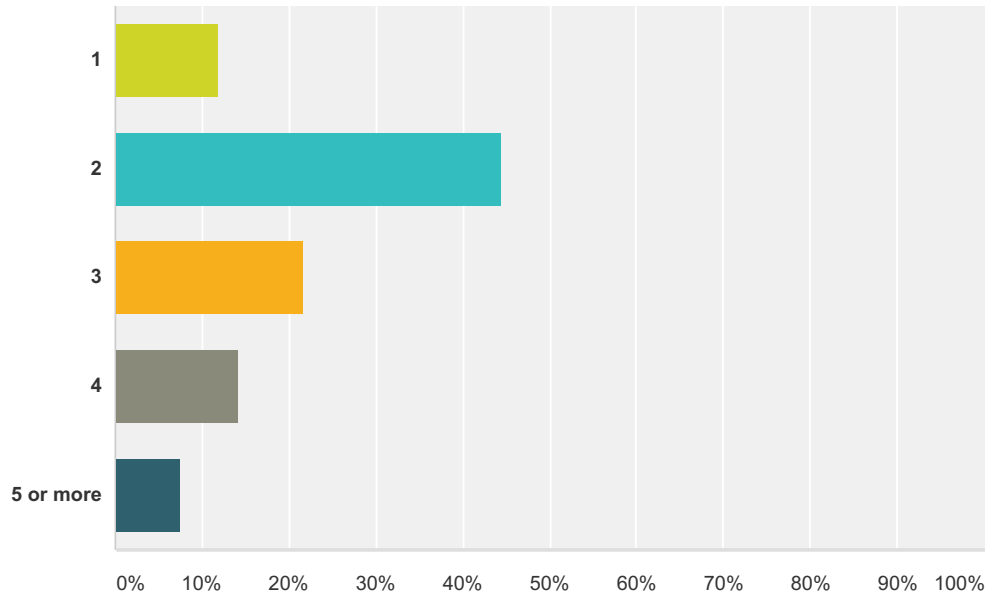
21	I like the idea of more frequent service on the 907 route, but I still wonder how I can get home on days when I need to go home later. I totally depend on Metro (and the other bus lines) to get me everywhere, and I spend hundreds of dollars on transportation every month. When costs went up, I really felt it. I wish there was some way that frequent riders like myself could get some kind of incentive for using the bus service. I feel like not having buses meet the needs of commuters is like a self-creating problem; people see that the bus doesn't come when or where they need it to, they seek alternative transportation, buses lose riders, routes get cut, back to square one. And things just get worse. I just don't want to have to get home past eleven on days when I work till 7:30.	5/27/2015 10:51 AM
22	WIDEN HIGHWAY 167!!!! IT'S BEEN A TOPIC FOR YEARS & NOTHING HAS BEEN DONE!	5/27/2015 10:04 AM
23	Every Sounder train every day should have a matching Rt. 186 bus.	5/27/2015 7:51 AM
24	Currently, I am not scheduling needed doctor appointments because I cannot be assured of arriving on time. In the past I was denied the opportunity of folding up my walker and carrying it aboard the bus. My cane only works for short walks as I need to travel greater distances from the bus stop to the GHC in Federal Way.	5/26/2015 8:49 AM
25	180 bus is always packed, need a bigger bus or more runs!	5/23/2015 11:42 PM
26	I would like weekday and weekend afternoon/night transportation options when I frequent local adult establishments and need a safe ride home.	5/23/2015 9:23 PM
27	I would like to see a shuttle for Auburn to train station or Federal Way transit center. An alternative would be a bus that goes from Auburn transit during off peak hours to Tukwila light rail. Sounder train is a good resource but getting from my home to Sounder train would require driving and parking in an area that is rapidly overfilled.	5/23/2015 8:10 AM
28	We love living in Enumclaw but those of us without automobiles are pretty much stuck here on the weekends when it comes to getting into Renton, Kent or Maple Valley. Even intermittent weekend service would be appreciated. If there could be a weekend shuttle bus service from Enumclaw to the Supermall in Auburn, The Fred Meyer/Target Shopping Area in Bonney Lake or even to The Landing in Renton - it would be a great help and could increase commerce at these established shopping Areas. As the nearest Trader Joe's (in Kent-Covington at 132nd) is an hour's travel, being able to get there by bus would be something we would use weekly!!	5/22/2015 6:00 PM
29	I suggest just what I mentioned in my previous answer. Take the bus yourself on some of these routes. Try riding the 106 from Renton TC to downtown, and see if you can get to work on time. Try riding from Maple Valley to Juanita or the UW or Tacoma in the middle of the day for a couple of hours, then see how long it takes you to get back to Maple Valley. Even on the 143 Express route to Seattle, you have to take the earliest bus possible, because the buses are usually almost full by the time they get to Maple Valley, and some days you'll be lucky to find a place to stand. Try leaving your downtown office at noon or 1pm to get to your dental appointment in Maple Valley or Covington. It takes so long that you may as well stay home that day. I had these same problems when I lived in Redmond and Kirkland years ago. When is it going to get better? I'm tired of waiting.	5/22/2015 3:26 PM
30	Alternative route from Maple Valley to train in Auburn.	5/22/2015 2:50 PM
31	A big problem with transit for south King County residents is the disconnection between King and Pierce County. Tacoma is a large job center for residents of south King County, but because of service cuts by PT, reliable transit to and from many job sites simply does not exist. The Sounder only offers two "reverse" trips per day, and the last mile provided by PT is slow, infrequent, and does not time well with the reverse Sounder trains. Examples of some trips that my family and neighbors might take would be Auburn to the following destinations: - various employers at Port of Tacoma -Tacoma General Hospital -St Joe Hospital -Old Town Business District/Ruston Waterfront -State Farm	5/22/2015 1:33 PM
32	You might consider running some sort of van service from Kent Station up to the residential areas east of downtown Kent....or even just to the Lake Meridian Park and Ride or other area park and rides. My biggest gripe is lack of connecting service from Kent Station after I get off the train in the evening. The garage fills up early, by 7:00 a.m. and the park and ride lot is a long walk. So, instead of driving to Kent Station from Covington, I drive 10 minutes to the Lake Meridian Park and Ride, get on the 158 at 7:30 a.m. and get to Kent Station in the morning in time to catch the 7:55 Sounder into Seattle. The downside is often, when I get off the Sounder in the evening after 5 p.m., there is a lack of service going back out to the park and ride in the evening. The 168 runs fairly often, but is a small bus and extremely overcrowded. Thanks for asking!	5/22/2015 9:20 AM
33	I live on the East Hill of Kent, very close to Covington. I prefer going to Covington to shop because it is closer and less congested to get there instead of going down the hill to Kent. Plus sales tax is less in Covington which is a draw for shoppers. That said I wouldn't use a bus service in the Maple Valley, Black Diamond area - I would use my car when travelling through that area. But I think it is really important to have some type of regular bus service through that area for those who don't have cars or don't drive. I commute each week from the Kent East Hill (Lake Meridian Park & Ride) to DT Seattle, M-F.	5/22/2015 8:28 AM

34	Add a train that stops in covington or maple valley. You would get A TON OF SEATTLE WORKERS if you had a train or more direct/convenience route from MV to Seattle.	5/22/2015 7:39 AM
35	Walking pathways along S 277th St. (From chevron towards 51st PI NE town homes). It's an accident waiting to happen. People are walking on the side of roads even in the evenings when it's dark.	5/22/2015 7:12 AM
36	I have moved from a Metro Bus to using the Light Rail, mostly because of the growth in traffic on Maple Valley Highway. Evening ride times increased by 15-20 minutes to my stop, and that does not include the trip from the Park and Ride home. The back-up at the left turn to go up 140th is sometimes 4-5 cycles, and I find this unacceptable.	5/22/2015 6:41 AM
37	Service from Issaquah-Hobart road and highway 18 to Auburn and other locations	5/22/2015 5:59 AM
38	With all the people moving to the area the trains are becoming increasingly full so as much of the time there is standing room only. Suggest the addition of another car or two per trip if within regulations. Also, the latest southbound train leaves King street at 6:12. I would suggest adding one or two trains later on, but perhaps with fewer cars (to reduce expense?). Suggest at least one at 7 and one at 8:30 as this allows those who have after work social events or just those who work later additional options. I would pay an increased fare to have more flexible commuting options.	5/22/2015 5:49 AM
39	The concept of a demand based service is very intriguing and might be worth exploring -- especially as areas near Lake Tapps expand and Weyerhaeuser moves its HQ downtown Seattle potentially pushing up ridership. Affordable parking alternatives should be explored -- I regularly have a meeting in Auburn that makes the last Sounder my preferred method of getting downtown Seattle. But, I can't do that as I there are no "ad hoc" parking options available for all day.	5/21/2015 11:18 PM
40	The closest bus stop is a 3 mile walk from my house.	5/21/2015 9:37 PM
41	would be nice if the morning and afternoon commute buses and trains could offer a mid day time as well, for the times when people need to get home mid day. Perhaps a service at say noon of the main commuter lines - sounder train, 157, 158, 159. Just one or two offerings would help a lot. People that need to go to Seattle but not for the whole day are faced with either the 150 or staying the whole day essentially. Know retired folks that would take the bus or train if available to come home mid day. Although I work a full day, would be nice to have that option when wanting to leave early, or circumstances dictate a need to journey home. Now, it is either get on a bus or train by around 8ish at the latest in the morning, and then no earlier than almost 3:30 in the afternoon from downtown Seattle to Kent-Auburn area.	5/21/2015 9:27 PM
42	no	5/21/2015 9:06 PM
43	Covington to Maple-Valley, and covington to Maple-Valley QFC center.	5/21/2015 7:42 PM
44	Why is there no bus service along the SR 18 corridor so that residents in the Hobart/Maple Valley area can commute to work in Tacoma? There is nothing convenient to get to either Issaquah or Tacoma from Hobart except by use of congested transportation corridors like the Issaquah-Hobart Road.	5/21/2015 6:58 PM
45	I appreciate that you are working so hard to find creative solutions to our transportation issues. Please do not forget the poor, handicapped, or non-English speakers as you try to provide solutions.	5/21/2015 6:25 PM
46	Do not implement good to go on the 405. It will destroy the carpool lane.	5/21/2015 5:52 PM
47	I am a healthy senior (79), and loved the MVCC Van..used it 2-3 times a week..doctors groceries, banking, etc. Met friends for lunch..gave me freedom I not longer have..may have to move..bought home here in 1987 because bus was right around corner..1/4 mile..went from Enumclaw, four corners down Maple Valley Highway to Southcenter mall. Took it to work for many many years..always full of retirees and people going to work..small bus.. Had several runs in the morning..first one left Lake Sawyer store about 7:30 and several early evening..last one left SouthCenter around 7-7:30.	5/21/2015 5:50 PM
48	Lakeland Hills in Auburn needs more options. A lot of us up here commute on 167 which is a parking lot. I commute Lakeland Hills to downtown Renton and there are not many safe options for me to connect with transit in Renton.	5/21/2015 5:23 PM
49	No mention is made about fixing the commuters issues in Renton	5/21/2015 5:11 PM
50	I would like an early bus from auburn to Seattle before the train starts running. Or an earlier train.	5/21/2015 4:49 PM
51	I usually take 560 from Renton to Bellevue - it is a longer ride but almost always on time in both directions. The 566 is very crowded and usually late - standing room only most days. Also the new/thinner bus is hard to get on and off - time consuming.	5/21/2015 4:48 PM

52	Knowing that buses will run each day to take us to and from our place of work and back to our home is still the best option to have.	5/21/2015 4:40 PM
53	we need later bus service on the 143x. 530 last bus leaving seattle doesn't allow any workers to stay later in the work day	5/21/2015 4:32 PM

Q15 How many people, including yourself, live in your household?

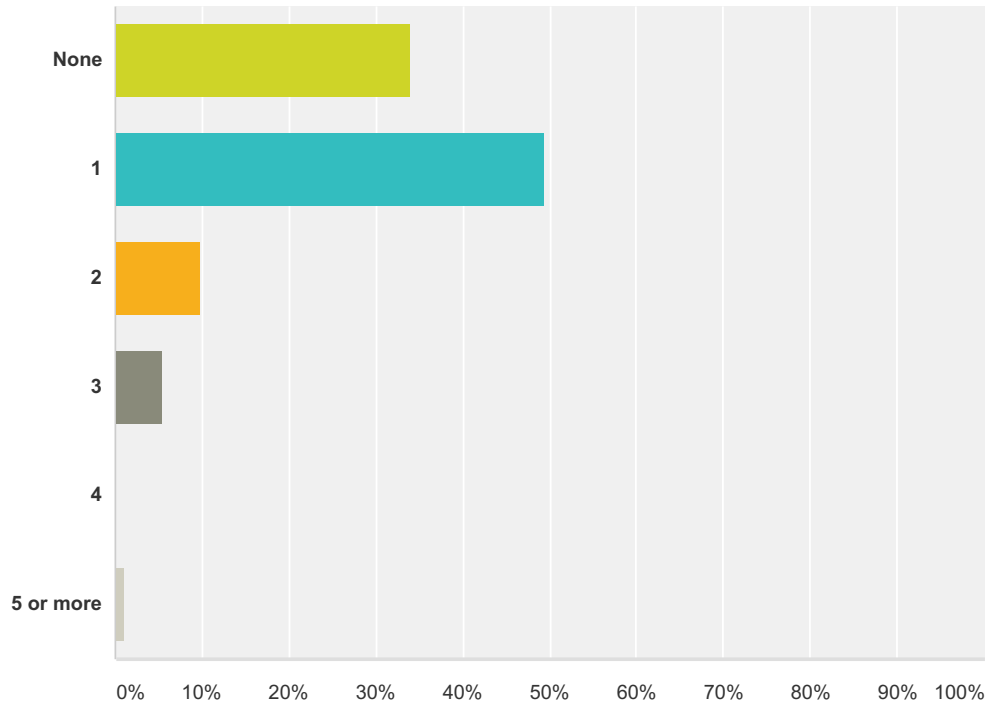
Answered: 92 Skipped: 46



Answer Choices	Responses
1	11.96% 11
2	44.57% 41
3	21.74% 20
4	14.13% 13
5 or more	7.61% 7
Total	92

Q16 How many people in your household, including yourself, ride the bus at least once per week?

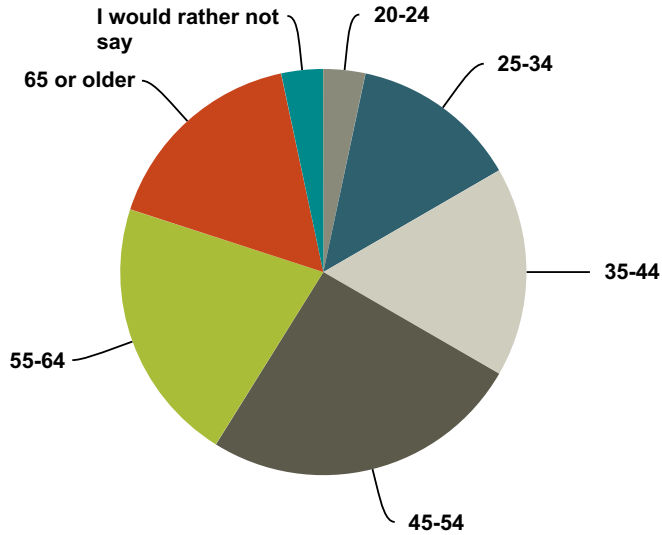
Answered: 91 Skipped: 47



Answer Choices	Responses	
None	34.07%	31
1	49.45%	45
2	9.89%	9
3	5.49%	5
4	0.00%	0
5 or more	1.10%	1
Total		91

Q17 What is your age?

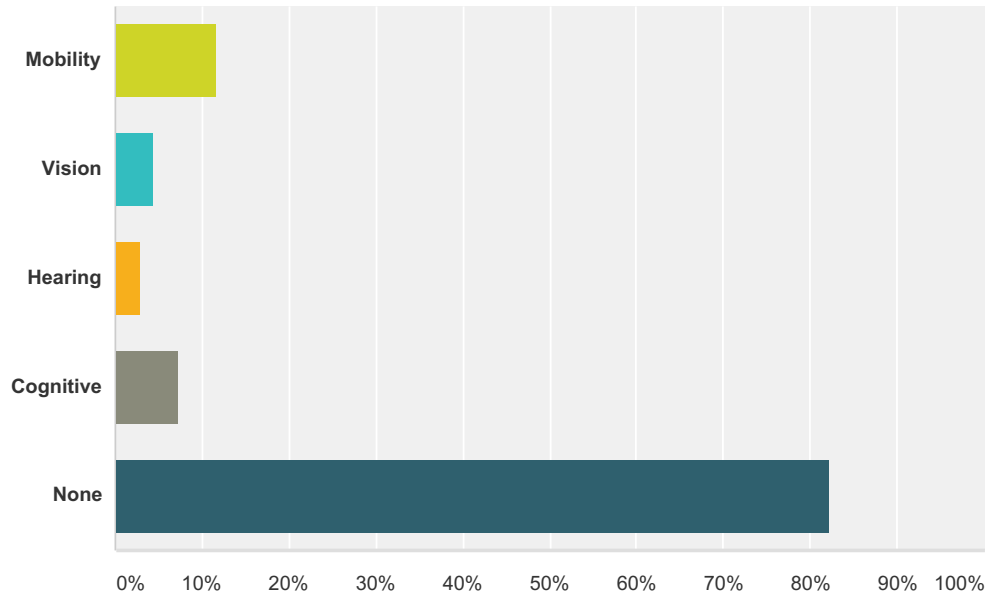
Answered: 90 Skipped: 48



Answer Choices	Responses	
15 or younger	0.00%	0
16-17	0.00%	0
18-19	0.00%	0
20-24	3.33%	3
25-34	13.33%	12
35-44	16.67%	15
45-54	25.56%	23
55-64	21.11%	19
65 or older	16.67%	15
I would rather not say	3.33%	3
Total		90

Q18 If you have a disability, please indicate what kind. (check all that apply)

Answered: 68 Skipped: 70

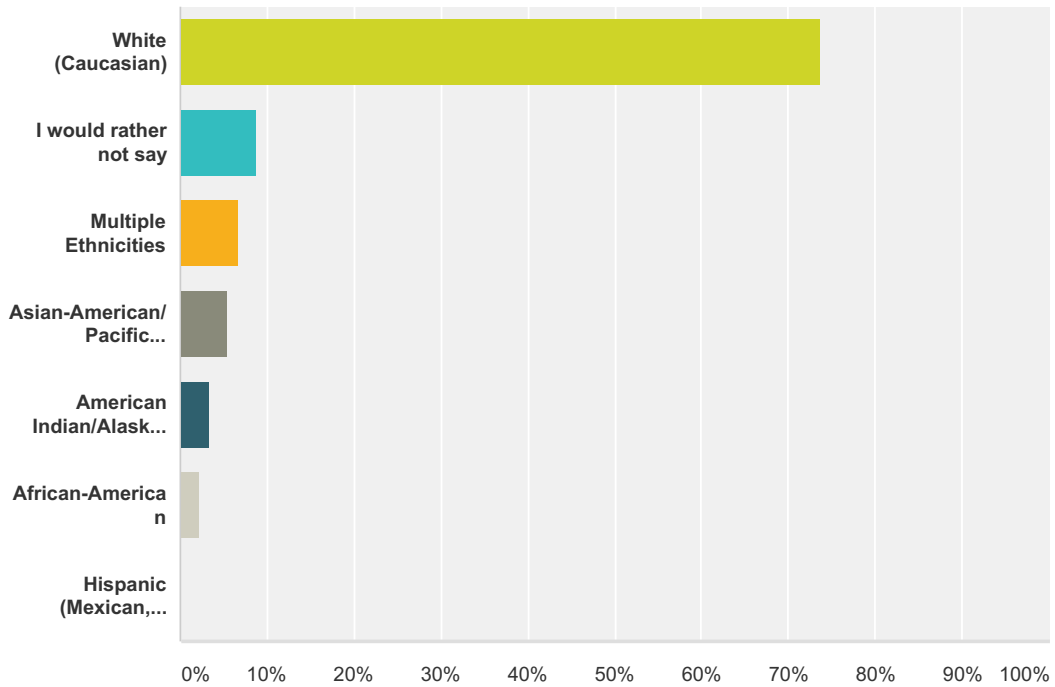


Answer Choices	Responses
Mobility	11.76% 8
Vision	4.41% 3
Hearing	2.94% 2
Cognitive	7.35% 5
None	82.35% 56
Total Respondents: 68	

#	Other (please specify)	Date
1	Intellectual disabilities, autism, physical limitations; young adults 18-22 in the transition program going from school life to work and independent life; our job is to support and train them to use the metro system that works for them...17-20 students	6/4/2015 2:17 PM
2	Developmentally disabled	6/4/2015 2:09 PM
3	Sensory processing	5/28/2015 6:32 PM
4	Reduced vision and hearing but not disabled.	5/26/2015 8:52 AM
5	Mental health temporary disability	5/24/2015 12:42 AM
6	Difficult to walk distances because of breathing problem.	5/23/2015 8:11 AM
7	Due to 'night blindness' it is harder for us to go out at night. Having just returned from London this past Christmas it was wonderful to be independent - day or night - due to their excellent, 7 day a week, public transit.	5/22/2015 6:02 PM
8	Health	5/22/2015 5:35 PM
9	Elderly family member is quite disabled. Our experience is that service for the elderly and disabled is EXTEREMELY DIFFICULT to qualify for. Our elderly family member continues to drive a car even though he shouldn't.	5/22/2015 1:35 PM
10	Joint issues	5/21/2015 9:39 PM

Q19 Do you consider yourself...
 King County Metro Transit

Answered: 91 Skipped: 47

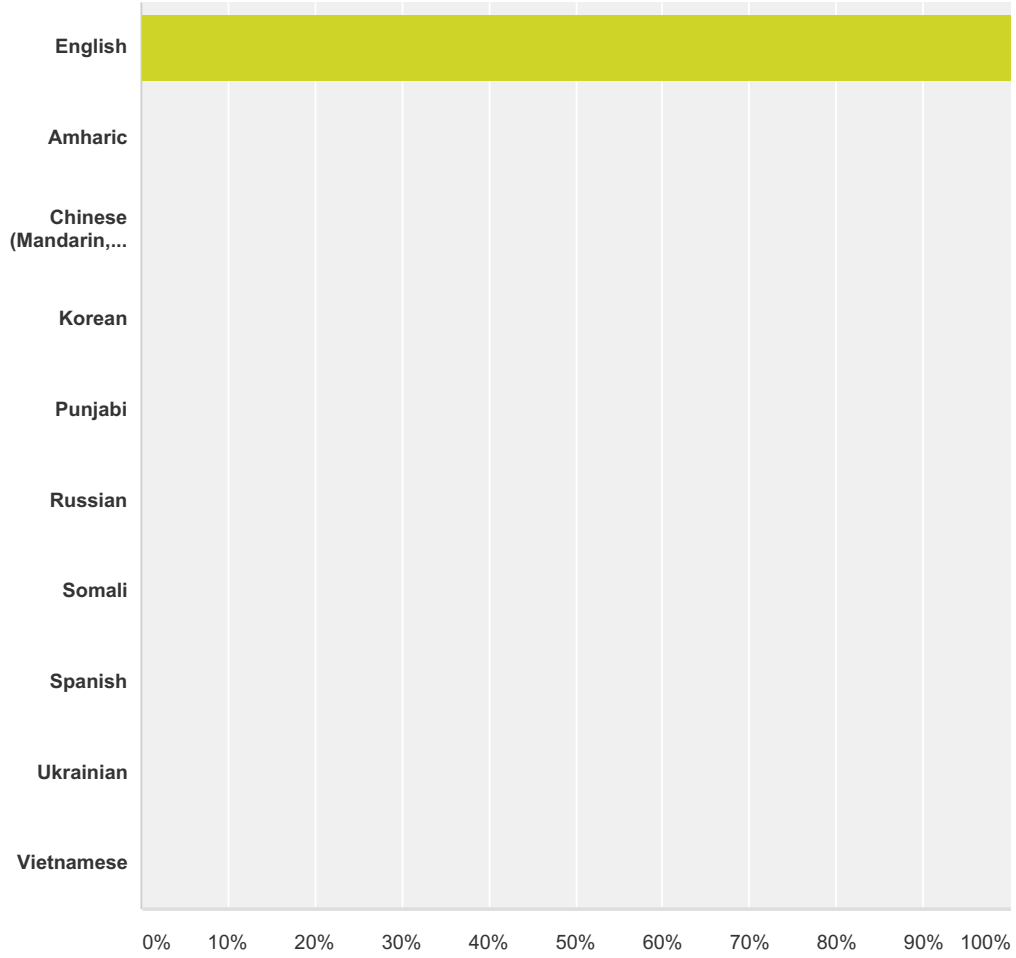


Answer Choices	Responses
White (Caucasian)	73.63% 67
I would rather not say	8.79% 8
Multiple Ethnicities	6.59% 6
Asian-American/Pacific Islander	5.49% 5
American Indian/Alaska Native	3.30% 3
African-American	2.20% 2
Hispanic (Mexican, Mexican American, Chicano, or Latino)	0.00% 0
Total	91

#	Other (please specify)	Date
1	Mostly white.	5/26/2015 8:52 AM
2	American	5/22/2015 2:55 PM
3	Special	5/22/2015 6:42 AM

Q20 What is the primary language you speak at home?

Answered: 89 Skipped: 49



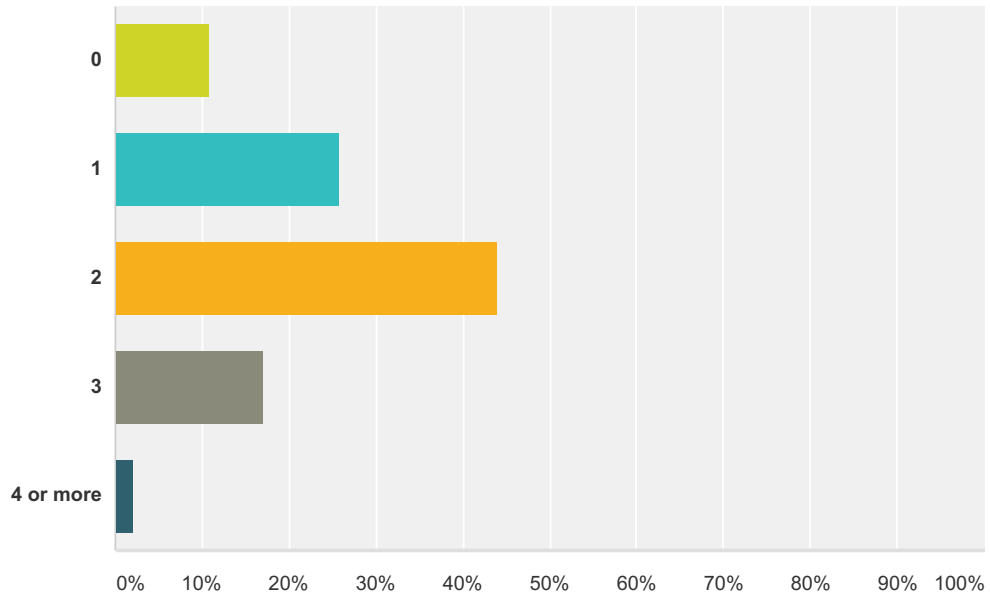
Answer Choices	Responses
English	100.00% 89
Amharic	0.00% 0
Chinese (Mandarin, Cantonese, etc.)	0.00% 0
Korean	0.00% 0
Punjabi	0.00% 0
Russian	0.00% 0
Somali	0.00% 0
Spanish	0.00% 0
Ukrainian	0.00% 0
Vietnamese	0.00% 0
Total	89

#	Other (please specify)	Date
1	Non verbal...iPad use for communication	6/4/2015 2:17 PM

2	English the language of the USA	5/22/2015 2:55 PM
3	Asian	5/21/2015 4:41 PM

Q21 How many cars or trucks in working condition do you have available for personal use?

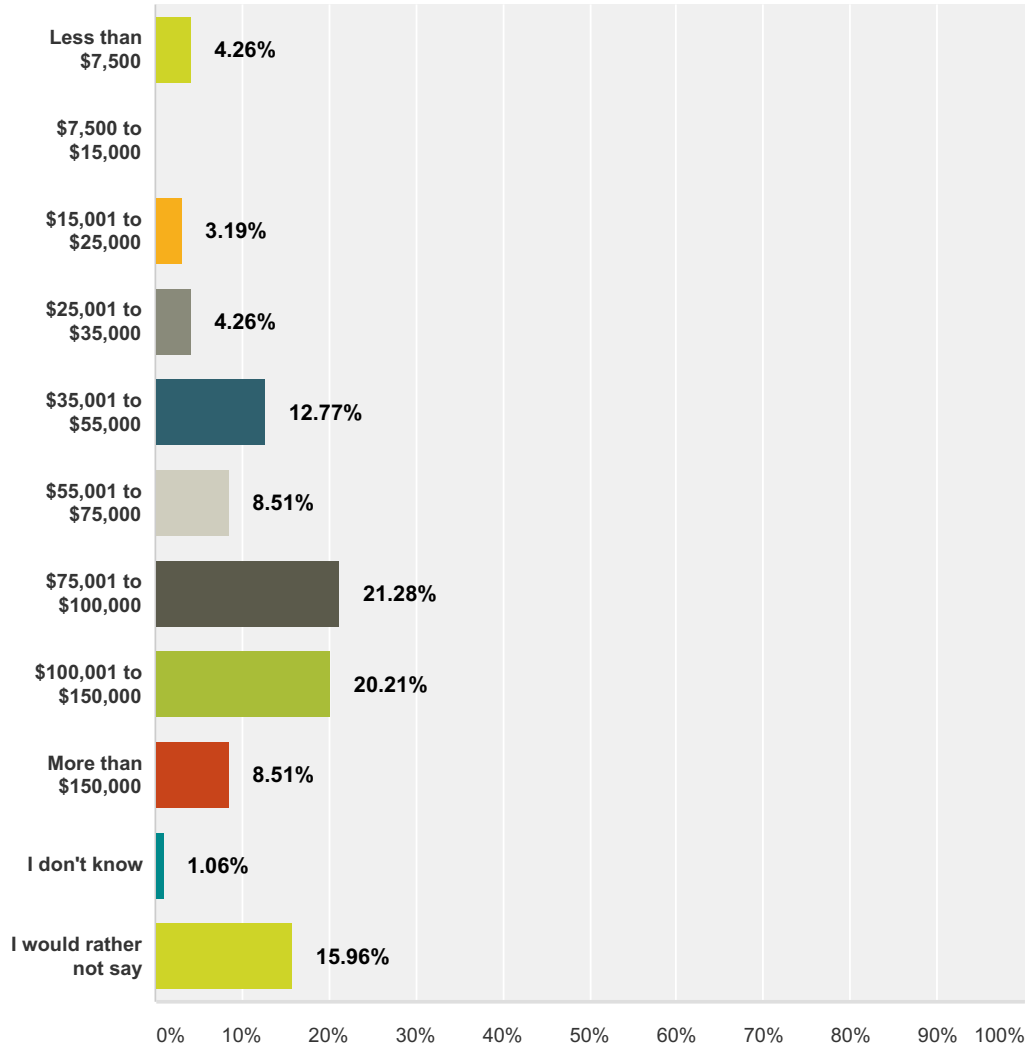
Answered: 93 Skipped: 45



Answer Choices	Responses
0	10.75% 10
1	25.81% 24
2	44.09% 41
3	17.20% 16
4 or more	2.15% 2
Total	93

Q22 What is your annual household income?

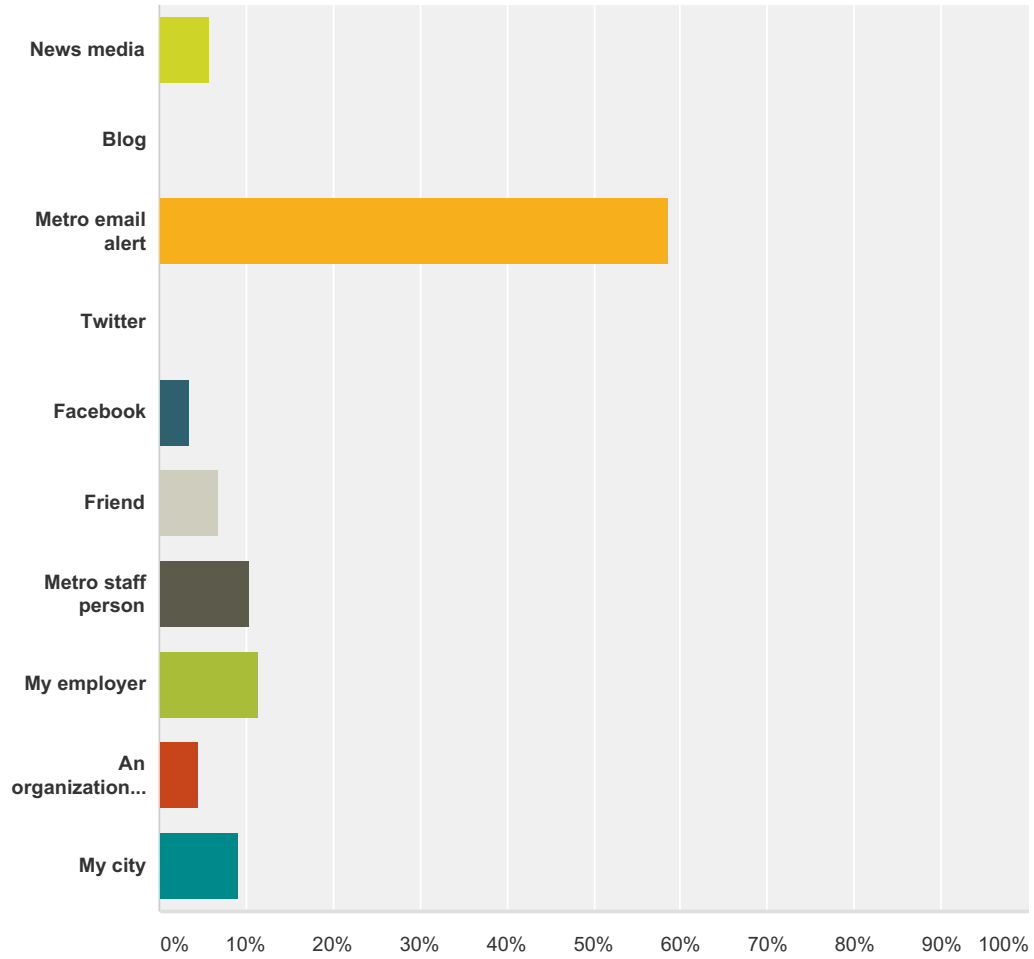
Answered: 94 Skipped: 44



Answer Choices	Responses	Count
Less than \$7,500	4.26%	4
\$7,500 to \$15,000	0.00%	0
\$15,001 to \$25,000	3.19%	3
\$25,001 to \$35,000	4.26%	4
\$35,001 to \$55,000	12.77%	12
\$55,001 to \$75,000	8.51%	8
\$75,001 to \$100,000	21.28%	20
\$100,001 to \$150,000	20.21%	19
More than \$150,000	8.51%	8
I don't know	1.06%	1
I would rather not say	15.96%	15
Total		94

Q23 How did you hear about Metro's alternative service delivery project?

Answered: 87 Skipped: 51



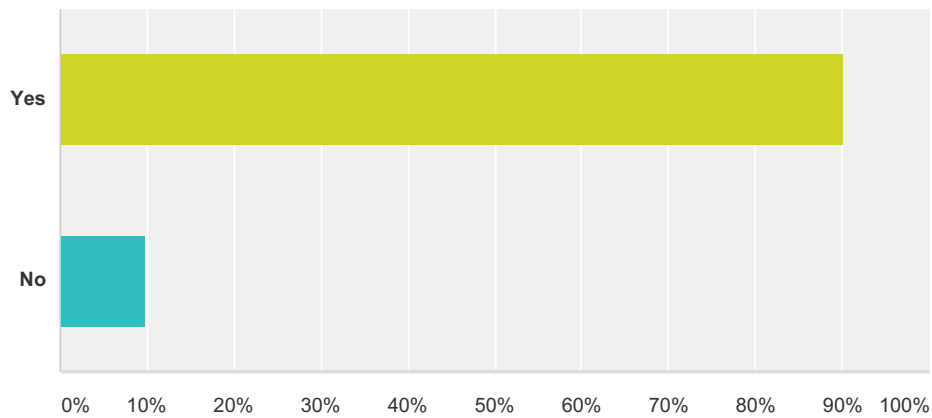
Answer Choices	Responses
News media	5.75% 5
Blog	0.00% 0
Metro email alert	58.62% 51
Twitter	0.00% 0
Facebook	3.45% 3
Friend	6.90% 6
Metro staff person	10.34% 9
My employer	11.49% 10
An organization I'm involved with	4.60% 4
My city	9.20% 8

Total Respondents: 87

#	Other (please specify)	Date
1	We got an email from the City of Auburn	6/4/2015 2:10 PM
2	surveyor	6/1/2015 10:58 AM
3	I work for WSDOT and received a metro email at work on my WSDOT computer	5/28/2015 10:17 AM
4	South County Area Transportation Board	5/27/2015 2:23 PM
5	Person handing out flyer at the Auburn Station.	5/27/2015 2:29 AM
6	I don't remember for sure.	5/25/2015 9:36 AM
7	An open house is scheduled at my place of employment at the Greater Maple Valley Community Center on Thursday, May 28, 2015	5/23/2015 9:31 PM
8	King County DOP Web site.	5/22/2015 3:28 PM
9	A friend of mine has a major illness --- his case manager suggested that he sign up for alternative pickup at the SHAG apartment complex.	5/21/2015 9:41 PM
10	MVCC	5/21/2015 5:53 PM

Q24 Do you feel you were notified in time to provide meaningful feedback in Metro's decision-making process?

Answered: 91 Skipped: 47



Answer Choices	Responses
Yes	90.11% 82
No	9.89% 9
Total	91

Q25 Please share any additional feedback you have about our outreach.

Answered: 20 Skipped: 118

#	Responses	Date
1	Open house locations and times don't support Enumclaw residents reliant on public transit.	6/4/2015 8:55 PM
2	Most of my outreach comments are in the comment box at the end of transit questions part of the survey. The bottom line is this study is skewed because while the income bracket demographics likely match the people riding Sounder, they don't remotely match the people riding the #180, which is the main N/S bus route in this area.	6/4/2015 3:20 PM
3	I cannot drive due to my disability.	6/4/2015 2:10 PM
4	Since the demise of the South East regional shuttle it is good to know that somebody is working on an alternative for those people who depended on the shuttle	6/4/2015 1:56 PM
5	I find it ironic that I cannot get to your public meetings by bus.	5/28/2015 6:33 PM
6	? I don't know if my comments will be read or considered because of the lateness of receiving this email request at the phase 2 stage of this outreach study.	5/28/2015 10:17 AM
7	Love it. It's the only way the public transit services and system will improve.	5/28/2015 9:33 AM
8	The first Community meeting was on our Council meeting night and all elected and staff were at the meeting.	5/27/2015 2:23 PM
9	I like this and I hope to see more people reaching out like this about existing problems with Metro transportation. It's really the only way to get an idea of what the people who use bus service most have to say. And I hope it will help create some viable solutions for me and my community.	5/27/2015 10:56 AM
10	Thanks for your concern.	5/26/2015 8:53 AM
11	Thanks for your time, send us some perks or passes to those who provide direct feed back!	5/23/2015 11:48 PM
12	Thank you for your continued efforts to offer transportation alternatives to help keep our communities connected. Many rely on alternative transportation means. There are many reasons that push a person to need to use public transportation and it is important to me to know it is available for others and if I have the need.	5/23/2015 9:31 PM
13	Good project and glad you are working the issues. A BIG plus would be to have an Amtrak stop in Auburn...we are a railroad town and we have friends who rely on the train to get to Eastern Washington. That would improve our town's transportation capabilities. Tacoma is too far and there is a shortage of parking.	5/23/2015 8:13 AM
14	I think the student/youth/senior population in Enumclaw would benefit from hearing about opportunities to increase bus service. Could something be done in the schools to let the kids and staff know what's going on? So many teens are pushed to get a car and drive at such an early age because they feel there is no other option! In Europe, teens can come and go without fear or expense.	5/22/2015 6:04 PM
15	There was none, as far as I know.	5/22/2015 3:28 PM
16	*Make Access and Shuttle easier to qualify for, especially for the elderly. We have too many unsafe elderly drivers on our roads. Offering seniors service in exchange for forfeiting a drivers license should be seriously considered. *Metro needs to work together with Pierce Transit to coordinate service. About one third of the residents on my block work somewhere in Pierce County. While I understand that Pierce County residents have chosen to cut their own service, this has an effect on King County residents, particularly in south King County, who work in Pierce County. We are currently subsidizing rides for our neighbors who happen to work FURTHER from home in far-away places like Bellevue and Seattle. I'm tired of paying taxes for nothing in return!!!	5/22/2015 1:40 PM
17	Thank you!	5/22/2015 5:51 AM
18	thank you for asking for feedback.	5/21/2015 9:29 PM
19	Thank you!	5/21/2015 6:26 PM
20	Hope it works..many seniors need our van back..actually could have used a second one. Also lots of young people used it also.	5/21/2015 5:53 PM